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THE

Naval Chronicle,

FOR 1806:

CONTAINING A

GENERAL AND BIOGRAPHICAL HISTORY

OF

THE ROYAL NAVY

OF THE

UNITED KINGDOM;

WITH A

VARIETY OF ORIGINAL PAPERS

ON

NAUTICAL SUBJECTS:

UNDER THE GUIDANCE OF SEVERAL

LITERARY AND PROFESSIONAL MEN.

VOLUME THE SIXTEENTH.

(FROM JULY TO DECEMBER.)

2530

"ENGLAND EXPECTS THAT EVERY MAN WILL DO HIS DUTY."

NELSON AND BRONTE.

London:

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MDCCCVI.

TO

THE HONOURABLE

WILLIAM CORNWALLIS,

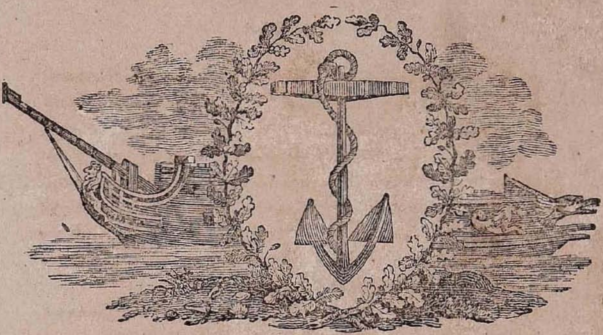
ADMIRAL OF THE RED,

THIS SIXTEENTH VOLUME OF THE

Naval Chronicle

IS RESPECTFULLY DEDICATED

BY THE EDITORS.



PREFACE

TO THE SIXTEENTH VOLUME.

THE present Volume, in recording the brilliant achievements of the present age, has not, like too many of the present day, been unmindful of former Heroes; amongst whom the name of Faulknor must ever claim its due pre-eminence.

In our painful and laborious task of writing the biographical Memoirs of living Officers, we have sometimes drawn on us, and very undeservedly, that angry spirit of party, which still preserves its wonted ascendency in the Naval Profession. The pages of our Chronicle are open to every one: if we have now inadvertently offended, or should at any future time offend this too irritable disposition, we shall be at all times ready fairly to publish any detection of our partialities, or any accusation of our judices, that may even be suspected.

We have been led into this declaration from some circumstances that have arisen since the publication of our memoirs of Sir Home Popham; which were merely brought forward in consequence of his capture of Buenos Ayres. As a faithful Chronicle of Naval Events, however imperfect, a certain degree of independence must be allowed us. We respect, as much

as any one, the Herculean Arm that has attempted to cleanse the Augean Stable of the British Navy; yet, with that respect, we wish to preserve our candour and impartiality.

The Memoirs of Admirals Mitchell, and Louis, which are inserted in this Volume, have been drawn up on the same principles, and published with the same intentions; and these will be succeeded in our next Volume by the Memoirs of Sir Samuel Hood, Sir Robert Calder, and the intrepid Commander of the Arrow sloop, Captain Vincent.

Our thanks in this Volume are principally due for the communications of *Mr. C. C. Crooke's Letter to Earl St. Vincent*, (page 53,) *respecting an improved mode of fitting and placing the rigging on masts.*—To signature ——— B, for his information *respecting a new invention to preserve ships from decay*, &c. (page 60.)—To Messrs. W. and T. Hore, Throgmorton Street, for their obliging Letter, (page 61.)—To an anonymous Correspondent, for his *Queries in Navigation*, the plan of which we much approve, (page 63.)—To the Correspondent who favoured us with a *Journal of the proceedings of His Majesty's Ship Melpomene*, after she had lost her rudder, and had fitted one according to Captain Pakenham's plan, (page 121.)—To Neptune, for his supplement to our *List of Ships building*, (page 126.)—In addition to which we have to add, that before Lord Howick left the Board of Admiralty, he gave directions for the building of a seventy-four at Deptford, to be called La Hogue, and also for two others of the same force, to be built in the Merchants' Yards, and to be called the Poictiers and Cressy. Besides these, six frigates, and ten sloops, were ordered to be built; and the Board has directed a ship to be laid down, which will be called the St. Vincent. We thus at last seem to be getting rid of *all* the birds in the air, and all the gods, goddesses, and monsters in the sea: an improvement which we have repeatedly and anxiously enforced. The noblest monument that can be raised to the memory of a British Seaman, is to have a ship of the line dedicated to record his exploits.

To Mr. W. Westall, the brother of the Academician, we

return our thanks for his beautiful *View looking up Coupang River, in the Island of Timor,* (page 120.)—To one of the Crew of His Majesty's Ship Porpoise, for his *Additional Narrative respecting the Wreck of that Ship,* (pages 130, 223, 395, 405.)—To our friend, Captain ——, for his judicious *Extracts from India Newspapers,* (page 142.)—To J. A. for *Documents drawn up by Captain Wilson, and Sir J. Bankes, respecting the best mode of collecting rain water in long voyages at Sea,* (page 202.)—To J. M. for his account of the Court Martial on board the Arethusa frigate in the West Indies, (page 205.)—To an Officer of His Majesty's Ship Braakel, for an account of a *Voyage to Athens,* (pages 207, 322, 394.)—To Mr. Walpole, at Lisbon, for some interesting particulars relative to the *Capture of three French Prizes,* (page 218.)—To Nauticus Britannicus for his Sketch and Account of Spanish Row Boat Privateers, (page 219.)—To Mr. J. E. Conant, for his new System of Naval Signals, (page 391.)—And to Mr. White, late of the Royal Yard, Deptford, for the Letters of the late Admiral Sir C. Knowles, respecting Ship Building, (page 415.)

In our collection of LETTERS ON SERVICE, the attention of our readers should be directed, amongst others—I. To the gallant manner in which the Spanish armed schooner Santa Clara was boarded and captured by Lieutenant Ward, and Mr. Eveleigh, Midshipman, in boats from His Majesty's ship Pique, Captain C. B. H. Ross, (page 78.)—II. To the gallant encounter of Captain Prowse, off the Tiber, with a very formidable flotilla of the enemy, in which the Commander was captured, (page 80.)—III. To a very noble exploit conducted by Lieutenant Mulcaster, an Elève of Lord St. Vincent, first of the Minerva, Captain G. R. Collier, *in cutting out five Spanish Luggers and Chasse Marees, from under the Fort in Finisterre Bay,* (page 83.)—IV. Sir Sidney Smith's Letter relative to his Proceedings off Gaieta and Naples, (page 163;) and Captain Richardson's, of the Juno, respecting the sortie made by the brave Prince of Hesse, (page 166.)—V. Sir Samuel Hood's, and Captain Rodd's Letters, detailing a very gallant

Action in Boats, in their attack of the French men of war and convoy in Bourdeaux River, (page 168.)—VI. Another instance of the enterprising spirit of Lieutenant Mulcaster, of the Minerva, as well as of Lieutenant Menzies, of the Royal Marines, and of Mr. Turrell, Midshipman, (page 170.)—VII. Captain Clever's Letter, of the Mars, to Commodore R. G. Keats, describing the former's admirable chase, and capture of le Rhin, a fine French frigate, (page 172.)—VIII. Lieutenant Hughe's brave defence of His Majesty's fire-brig Phosphorus, (page 174.)—IX. Sir Home Popham's capture of Buenos Ayres, (page 259.)—X. Sir Samuel Hood's gallant action with a squadron of French frigates, (page 346.)—XI. Defence of the Warren Hastings, East Indiaman, (page 479.)—XII. A gallant, but unfortunate action, (page 486.)—XIII. Letter to Rear-Admiral Dacres, containing an account of the capture of a Spanish frigate, the destruction of twelve gun-boats, and the explosion of a castle, by the Arethusa and Anson, (page 504.)—XIV. Letter from Captain Dacres, containing an account of an action performed by the boats of the ship under his command, (page 505.)

In NAVAL LITERATURE many works have appeared, which the press of other papers, and in particular the very interesting Report of the Commissioners of Naval Inquiry, have prevented us from considering as we could have wished. We therefore shall here insert the titles of such as we particularly recommend to the notice of our professional readers.

1. A complete collection of Tables of Naval and Nautical Astronomy, with simple, concise, and accurate methods for all the calculations useful at sea: particularly for deducing the longitude from lunar distances, and the latitude from two altitudes of the Sun, and the interval of time between the observations. By Joseph Mendoza Rios, Esq. F.R.S. 4to.

2. Annals of Commerce, Manufactories, Fisheries, and Navigation, with brief notices of the Arts and Sciences connected with them, &c. &c. &c. From the year 1402, to the meeting of the Union Parliament in January, 1801. By David Macpherson. 4 vols. 4to.

3. Dr. Vincent's Periplus of the Erythrean Sea, Part the second.

4. Chronological History of Discoveries in the Pacific Ocean, by Captain Burney, R.N. Part the second.

5. A Treatise on Practical Navigation and Seamanship, with directions for the management of a ship in all situations; and also a full and accurate description of the English Channel; with distinct and clear directions for its navigation, from the Downs westward, and from its entrance to the Downs: the result of actual and laborious surveys, during sixty-four years of constant service. By the late William Nicholson, Esq. Master Attendant of Chatham Dock Yard, &c. with plates.

6. Rev. J. S. Clarke's Naufragia; or, Memoirs of Shipwrecks: the second Volume. 8vo. With a Chart, by Arrowsmith, of the Coast of the North Polar Regions.

7. Memoirs of the Rise and Progress of the Royal Navy. By Charles Derrick, Esq. of the Navy Office. 4to.

8. A Voyage to Cochin China in the years 1792, and 1793, by John Barrow, Esq. with twenty Engravings.

9. A new Edition, much enlarged, of Lord Sheffield's Strictures on the necessity of inviolably maintaining the Navigation and Colonial System of Great Britain.—The whole of this work, as his Lordship informs us in the advertisement, is newly arranged, and much new matter introduced. "The great object of the Navigation Laws of this Country is Maritime strength; and, in this respect, they have lately been counteracted in their operation, not merely by suspending Acts, but by discretionary orders of various denominations, and by dangerous concessions in favour of neutral carriage in time of war. The doctrine and the exercise of discretionary powers have been particularly noticed; and the recent innovations on the Maritime Jurisprudence of Great Britain; the consequent frauds of neutrals, in all their mischievous effects on this Nation, and all their beneficial consequences to the enemy; the pretensions and claims which have been advanced in support of what is termed the freedom, but what in reality is the licentiousness of neutral flags, as it relates to a belligerent; the doctrines maintained, during the late and the present war, on the important rules of contraband and search; and the principles laid down on the subject by the best writers on the Law of Nations, have been here detailed and examined, copiously and freely, and with the care which they merited."

10. The Navy Pocket Paymaster and Prize Agent, containing

the most clear and accurate information relative to Officer's Pay, Seamen's Wages, Seamen's Wills, Allotments, Sick Quarters, Provisions, Greenwich Hospital, Chest at Greenwich, Prizes, &c.— New Regulations for Medical Officers, Hospital Surgeons, Assistants, &c. With Tables of Pay, per week, per month, and per day, in every rate in the Navy, according to the late increase, accurately corrected by the pay books at the Navy Office. Scale of Pensionable Hurts. Admission to Greenwich Hospital, Chest, School, &c. Comprising the most interesting information to Officers, Seamen, Marines, Soldiers, &c. or their Representatives. By the Author of the Spirit of Marine Law, &c.

In attending to another division of our Chronicle, styled PHILOSOPHICAL PAPERS, we have lately examined the progress of a very important discovery to the British Nation, that has been made by a Mr. Smart. This gentleman, who resides on the Surry side of Westminster Bridge, has found out a most scientific and simple mode of making hollow masts and yards, greatly superior in point of strength to solid ones; and which on many accounts possess advantages above those now in use. Mr. Smart's masts and yards have been tried, with great success, in the Merchant Service: in consequence of which the Patentee has been ordered by the Navy Board to give in an estimate of the expense of fitting out a seventy-four, after the same mode. The saving is almost incredible. We intended to have given our readers a more circumstantial account of this valuable discovery: but for the present have refrained from doing it, in consequence of the correspondence now carrying on between Mr. Smart and the Board. He ingenuous'y acknowledges, that the first thing which led his mind to the subject of hollow masts, was a letter sent some time since by the present Lord Barham, to the Society for the Improvement of Naval Architecture; in which his Lordship lamented the impossibility of adding more strength to a mast, without too much increasing its weight.

Respecting the NAVAL HISTORY of the present day; the prospect of a Peace, if it ever were more than a vision, or a mere deception of that prince of robbers, Buonaparté, seems entirely to have vanished. There is a satisfaction, however, in being assured, from the documents before the public, that the

first proposition came from the Usurper; who now declares against any Peace, until we shall be obliged to renounce the *scheme of disturbing the Continent, and the Tyranny of the Seas.* All that he has done seems not to be called disturbance. Of this most false, and impudent denunciation, it has been well observed—" As to the disturbance of the Continent, we know of no scheme which Britain can be said to have had for that purpose, except a disposition to aid, to the utmost of her power, the resistance of independent nations to all attempts at the violation of their rights; we know of no peace of the Continent which France can mean to establish, except it be the peace of unconditional submission to her own will. How France will be able to compel us to renounce this *disturbance,* or to establish such *a Peace* on the Continent, we know not; unless it be by the annihilation of every germe of liberty and independence with which we could form an association. To reduce our means, or to limit our disposition to assist the exertion of the spirit of independence, is, we trust, beyond the power of the Tyrant. To compel us to renounce what he calls the *Tyranny of the Seas,* is a gasconade that does not deserve any serious notice. Our Maritime Power will, we trust, be always equally stable and just; and at present we see not the smallest room to question either its justice or its stability."

May the descendant of the great Frederick, though overwhelmed by

" The innumerable force of *Devils* armed,"

remember the language of one, who may claim an affinity with the Dynasty of Napoleon; and who, when vanquished by that irresistible Power, which we trust will ere long arrest the mad progress of this vindictive Corsican, thus addressed his discomfited followers:—

———" What though the field be lost?
All is not lost; th' unconquerable will,
And study of revenge, immortal hate,
And courage never to submit or yield,
And what is else not to be overcome;
That glory never shall his wrath or might
Extort from me." MILTON.

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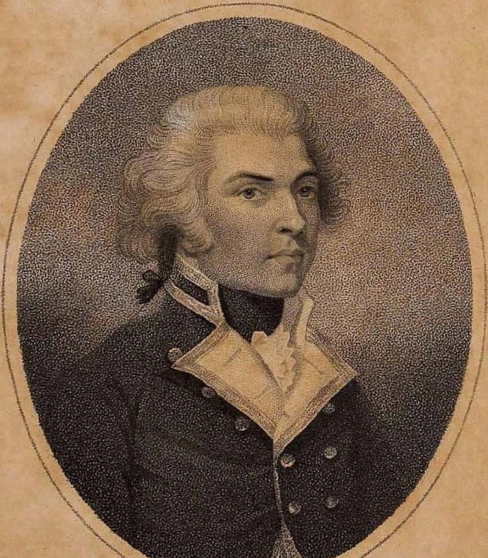
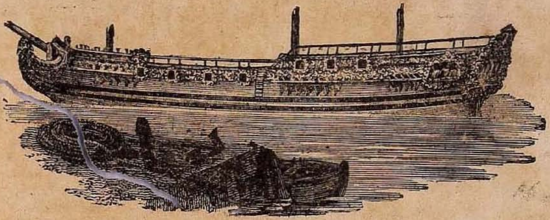


Ridley & Holl Scu

Captn. Robt. Faulknor



The above Engraving by Nesbit, from a Drawing by Pocock, represents the Royal Charlotte Yacht, built at Deptford in the year 1749. Her dimensions are as follow:—Length of gun-deck, 90 feet 1 inch. Keel for tonnage, 72 feet 2 inches and a half. Breadth, 24 feet 7 inches. Depth, 11 feet. Tons, 232. Light draught of water afore, 5 feet 10 inches; abaft, 8 feet 8 inches.

BIOGRAPHICAL MEMOIR OF THE LATE

CAPTAIN ROBERT FAULKNOR,

TO WHOSE MEMORY HIS COUNTRY HAS VOTED A MONUMENT IN ST. PAUL'S.

Preceded by an Account of his Naval Ancestors, from the year 1695.

CALL TO REMEMBRANCE WHAT ACTS OUR FATHERS DID IN THEIR TIME; SO SHALL YE RECEIVE GREAT HONOUR, AND AN EVERLASTING NAME!

THE name of Faulknor, which has descended from an ancient family in Hampshire, claims a pre-eminence in the naval history of the British Isles. From the close of the seventeenth century, and as it would appear even previous to that time, it has uniformly adorned the list of our Admiralty: and it is to be hoped, that whenever this honourable Board shall be pleased to abandon the blasphemous deities and monsters of Pagan history, and the names of brutes, for some titles more in character with the patriotism and heroic valour of the British Navy, they will select other names, besides that of our ever to be lamented Hero, Admiral Lord Nelson, wherewith to denominate the wooden bulwarks of our country.

(I.) Our first attention is directed to Captain Faulknor's great grandfather, William Faulknor, Esq.*, who, so early as

* See Charnock's Naval Biography, (Vol. III, page 382;) that indefatigable biographer was not aware of the relationship, which this officer had with the subsequent heroes of the Faulknor family.

the year 1695*, appears as fourth Lieutenant of the Royal William. On the 17th of March, 1707, he was advanced to the rank of Captain, with the command of the Torbay. He was afterwards removed into a frigate; and, in 1715, was appointed to the Cumberland, of 80 guns, under the flag of Admiral Sir J. Norris, commander of the Baltic fleet. In 1720 he commanded the Sandwich, of 90 guns, on the same station, and under the same Admiral. He was afterwards, in 1722, for a short time, Master Attendant of Woolwich Yard; and died Lieutenant-Governor of Greenwich Hospital, on the 28th of February, 1724-5.

Such is the first account which we have on record respecting the heroes of the Faulknor family; but, from a private letter before us, we are enabled to extend the researches of the historian:—

In compliance with your request, I answer your kind letter, in order to make you acquainted with all I know respecting the subject on which you wish to be informed...... We have no memoirs, no authentic documents of the lives of the naval officers in our family: all that is preserved among us, and which is possibly unknown to you, is from tradition.—I have heard a relation speak of his grandfather, as having been Lieutenant-Governor of Greenwich Hospital; a circumstance to my father unknown, until he was a Lieutenant in the Navy. He then had occasion to make oath before a magistrate at Greenwich, who convinced him of the fact. This officer was also Sir J. Norris's Captain, when Czar Peter the Great, the civilizer of Russia, went on board Sir John's ship. I have never heard that this relation was fortunate enough to signalize himself in battle. My grandfather was Captain of the Victory when she foundered at sea, with Admiral Sir John Balchen's flag on board. Every soul perished; and no one has been able to ascertain exactly where she was lost........ I have heard my

* From a passage in the subsequent memorial, which the late Mrs. Faulknor presented to the King, backed with the zealous friendship of Henry, Duke of Cumberland; it appears that there was a naval officer in her family, even prior to this date, who was her husband's great grandfather. There is also a memorandum preserved, which states, that the renowned Czar Peter hoisted his flag on board a ship which one of the Faulknors commanded: this most probably was Captain William Faulknor, when he served under the flag of Sir J. Norris.

relation speak frequently, and with great pleasure, of Captain Robert Faulknor, of the Courageux. I have also heard mention made of the very gallant conduct of Samuel, who, in a twenty-gun ship, engaged and beat off a French ship of very superior force: and the Frenchman soon afterwards fell an easy prey to one of our cruisers. Admiral Brisbane was one of the Lieutenants of the Windsor, when my relation commanded her....Richard, a Captain in the 20th regiment, fell at the siege of Belleisle; but his mortal wound came not from the cannon of the enemy. He had the command of some advanced guard, or post. An alarm was given during the night, that the enemy were advancing with superior force. My relation ordered all his men to lie down on the ground, whilst he advanced to reconnoitre. He soon perceived them to be friends; but, in the mean while, a young Ensign ran to a very young artillery officer, who had the command of two field pieces, told him that the enemy were advancing, and that he must spike his guns, and retreat. The artillery officer ordered the matches to be put to them; in consequence of which a grape shot took off the top of my relation's skull, who lingered twenty days in that miserable state, and then expired in the twentieth year of his age.

(II.) Our next attention shall be given to our Hero's grandfather, who is mentioned in the above letter, Samuel Faulknor, Esq., who was Captain of the Victory, with Admiral Sir J. Norris's flag on board, in the spring of 1741: previous to this, in the same year, Captain S. Faulknor had commanded the Royal Sovereign, and, in 1736, the Britannia. It was in 1744 that he attended Admiral Balchen, Governor of Greenwich Hospital*, with his flag on board the Victory, and sailed with a fleet of British and Dutch ships from St. Helen's for Lisbon, on the 28th of July. During that fatal voyage they took six French ships from St. Domingo, and obliged M. de Rochambeau to retire into Cadiz: the melancholy event ensued on their return. On the third of October they were overtaken by a dreadful gale, which dispersed the fleet; and during the

* Why have attempts been lately made to change the old and real name of this Asylum to Greenwich College?

night, between the fourth and fifth of the same month, the Victory, then considered the finest ship in the world, was lost, as supposed, on a ridge of rocks called the Casketts, off Alderney. No boat could venture to their assistance. The whole crew perished *, amounting to near a thousand men; besides fifty young volunteers, sons of the first families in the kingdom. It was afterwards said, that the loss of this ship was in a great measure owing to her having been built too lofty for her breadth; which probably was the truth; as our principles of naval architecture, at that period, were very erroneous.

(III.) The next ancestor of the lamented subject of our present memoir, was an uncle, who also bore the name of Samuel, and distinguished himself in 1746, as commander of the Vulture sloop. He was afterwards made Post on the 21st of April, in the same year. The following is the official account, as published in the Gazette, dated Edinburgh, January 11: The action was on some morning before the 9th of January:

Captain Faulknor, in the Vulture sloop, being arrived at Inverkeithen Road, sent the cutter and boats before; who upon their arrival in Kincardin Road, saw a brig come out of Airth, which the rebels had seized in order to transport their cannon from Alloa up the Frith, to batter Stirling Castle. The next morning Captain Faulknor arrived in the road likewise; and upon the Lieutenant of the Pearl informing him of this, as well as of there being two more vessels in Airth, that were liable to be seized by the rebels for the same purpose, he sent the boats manned and armed to burn them, which they effectually performed without the loss of a man; though the rebels fired some platoons from the town. While this was doing, the tide fell so low, that he could not return to the road that night; upon which the rebels in Airth opened a battery of three pieces of cannon, and in the morning began to play upon him very unexpectedly, but did him no damage. The fire from the sloop dismounted two of their cannon, killed their principal engineer, (as they heard by a man of the town,) with some others, and drove the rebels all out of the town, and from their battery: after which they drew off their cannon to

* Admiral Balchen's monument, with an appropriate inscription, is in Westminster Abbey.

Elphinstone, and at the same time got one more from the body of their army at Falkirk, and erected with them a four-gun battery on the point of Elphinstone, in order to guard the Pass.

Colonel Leighton came to the assistance of the ships on the 9th with 300 men; and it was agreed to attack the brig at Alloa, which had on board the rebel's cannon; and for that purpose to send fifty of his men in a large boat, with the ship's boat manned and armed, to lie all night a mile above Alloa, to prevent the said brig's going up the Frith that night: and Captain Faulknor and Colonel Leighton resolved to go up with the morning tide to attack the town, and take the brig from under the guns of Alloa. All which might have been executed; but the boats, just after they had passed the town, unluckily grounded, which discovered the whole. Upon which the rebels beat to arms, and fired from right to left very near half a mile, and obliged the boats to retreat, with the loss of one man, and another's leg shot off; but it prevented the brig's going up that tide. However, it was resolved to go up in the morning with the ships; and Colonel Leighton's men were landed at Kincardin, in order to attack them by land. But while this was doing, the brig took the opportunity of the next tide to sail up the Frith.

On the 21st of April, in the same year, 1746, Captain Faulknor having obtained his Post Rank, was appointed to the Amazon frigate, of 20 guns, and afterwards into the Fox frigate*, of 20 guns, and 160 men, in which he sailed to Jamaica: during the hurricane on the 11th of September, 1751, the Fox was lost, but Captain Faulknor, and the greater part of his crew, were saved. He returned to England during the summer of 1752, and was again appointed to a twenty-gun ship called the Hind, and early in 1755, to the Lyne, also of 20 guns. In the spring of the same year he received his commission for the Windsor, of 60 guns; and distinguished himself in the cruising service on various occasions, particularly on the 17th of April, 1758, when he chased two French frigates, and three store-ships, until he captured the Grand St. Pierre; and on the 27th of March, 1759, when being off the rock of Lisbon, he attacked

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* Probably so named after the Fox, Captain Beaver, which was wrecked near Dunbar, in November, 1745, and all on board perished.

four large French ships *, and took the Duc de Chartres, East Indiaman. This gallant officer died on the 28th of May, 1760.

(IV.) Our Hero had another uncle in Admiral Jonathan Faulknor, who had been made Lieutenant on the 24th of August, 1753. On the 28th of September, 1758, he was made Commander, and was appointed to the Furnace bomb-ketch, under Commodore Keppel, in the Goree expedition. On the 9th of July, 1759, he appears as Captain of the Mercury, a twenty-gun ship, in which he sailed to the West Indies. In 1767 he was appointed to the Superb, of 74 guns, the flag-ship of Rear-Admiral Sir John Moore, who then had the command at Portsmouth. The Superb soon afterwards was ordered to the Mediterranean; and on her return, with a regiment which had been stationed at Minorca, she was nearly lost, owing to the carelessness of the pilot who had undertaken to conduct her into Cork harbour. The writer of the present memoir was then a child on board the Superb. At a period when the British Navy did not abound, as it at present does, with men whose minds are enlarged and strengthened by a lively faith in the principles of christianity, Captain Faulknor was particularly distinguished for his correct and upright conduct. The service on board his ship was always conducted without noise, and unmeaning threats. As an oath never issued from his mouth, his officers and men regarded the example of their Commander. On entering the excellent harbour of Cork, a gun, as usual, was fired for a Pilot; who, by his gross ignorance, contrived to bring the Superb on the only rock that existed: for if Pilots do not avoid having Roche's Tower, and Dog's Nose at N.N.W. of it in one, they must run upon a sunk rock, with twenty-three feet,

* These were

	Tons.	*Guns mounted.*	*Guns pierced for.*	*Men.*
Duc de Chartres....	1100	24	60	294
Le Marsiac.........	1200	26	74	300
L'Indien...........	1100	24	54	270
Le St. Luc.........	700	18	26	200
	4100	92	214	1064

and seven fathoms all round it. When the ship struck, the coolness of Captain Faulknor was particularly remarked: his first words were—*Silence! Down with the ports! Put that rascal into irons!*—Providentially the tide was favourable, and the Superb, after a short interval of dreadful suspence, got clear of her danger.

Captain Faulknor was next appointed to the Royal Oak, of 74 guns, in 1777; and in 1778 sailed under the flag of Admiral Keppel, as second Captain of the Victory. On this memorable service he received the highest commendations for his cool intrepidity, from the Commander, and from Admiral Campbell, who was Captain of the fleet; and was sent home with the dispatches. In 1782 he was appointed to the Princess Royal, of 98 guns, and proceeded with Lord Howe's fleet to the relief of Gibraltar; where he was stationed as one of the seconds* to the Commander in Chief. Captain Faulknor afterwards continued in the Princess Royal as a guard-ship at Portsmouth; and was appointed to the Triumph, of 74 guns, on the same service. He was advanced to the rank of Rear-Admiral of the White on the 24th of September, 1787; Rear-Admiral of the Red, September 21, 1790; Vice of the Blue, February 1st, 1793; Vice of the White, April 12, 1794; Vice of the Red, on the 12th of July following; and Admiral of the Blue on the 1st of June, 1795. During the whole of these periods he resided chiefly at Havant Park, in Hampshire; but on receiving his last promotion, he came to London, in order to be presented. He arrived there on the evening of the 22d of June in the above year; and to the grief of all who knew him, was struck on the following morning with a fit of apoplexy, while engaged in conversation at the Hon. Colonel Stanhope's, in Park Lane, who married his niece. He lived only until the next day. The following tribute to his memory appeared in the public prints:—"By his death the country has lost a most gallant and meritorious officer, and his family an excellent father and friend. His well known nautical abilities, and extensive knowledge in his pro-

* Charnock's Biographia Navalis, Vol. VI, page 361.

fession, are above panegyric, and his name will be revered to future ages."

(V.) The present Admiral Jonathan Faulknor, senior * Rear-Admiral of the White, is the son of this officer. He also left another son, who is in the church, the Rev. A. S. Faulknor. This Admiral was advanced to Post Rank in 1782. His promotion as Flag Officer is dated 1804.

(VI.) This account of the naval ancestors of our Hero is closed with some interesting anecdotes relative to his gallant father, Captain Robert Faulknor, brother to the late Admiral Jonathan Faulknor; the intimate and honoured friend of the Lords Anson and Howe, and of the Admirals Barrington and Cornwallis. Mr. Robert Faulknor was the son of the unfortunate Captain of the Victory, Samuel Faulknor, Esq., who was drowned with Sir John Balchen. He was born in 1726, and being always destined for the Navy, entered it when very young. At the siege of Carthagena, 1741, then in his fifteenth year, he served as a volunteer on board the Galicia prize, of 70

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* The following gallant action is recorded of this officer whilst a Captain:—

The Nymph frigate, Captain Pellew, and the Venus frigate, Captain Jonathan Faulknor, sailed on the 19th of May from Spithead, on a cruise to the southward. On the 25th they separated in chase; and on the 27th, the Venus, about daylight, fell in with a large French frigate, of 36 guns, besides carronades; whom, after many manœuvres to get the wind, the Venus was prevented bringing to close action before eight o'clock in the morning; from which time it continued very warm until half-past eleven o'clock; the French frigate was then perfectly silenced; had been making off for some time; and had not fired a gun for the last half hour: but the Venus still kept following her close, and repeatedly raked her on both quarters. The French frigate's deck was totally deserted, her ports lowered down, several of them beat into one, and without doubt in a few minutes must have struck her colours, but for her consort being discovered working up to her assistance: on seeing which she made a private signal, which was immediately answered by the other, who hoisted French national colours under a great press of sail. The frigate engaged, then bore up, and ran down to her. Captain Faulknor kept his wind, and got ready to receive the other French frigate, who continued to stand after him. The Venus was very much damaged in her masts, yards, sails, and rigging. All her lower shrouds were shot away except one; her main and every other stay shot asunder, the fore, main, and mizen-masts considerably wounded, the main-top-sail shot clean out of the bolt ropes, the mizen-stay-sail had more than one hundred shots through it, with the loss of two men killed and twenty wounded. The Venus had not a marine on board, and was twenty men short of complement.

guns, taken by Captain Knowles, which Admiral Vernon had ordered to be prepared as a floating battery, mounting 16 guns, eighteen and twelve-pounders, and commanded by Captain Hore. This ship * was manned with volunteers from the different ships; and from the manner in which she was fitted up, having her merlons filled with earth and sand, drew full as much water as some of our 80-gun ships. In this perilous service Mr. Faulknor received a severe wound, from the effects of which he never entirely recovered; sixteen splinters of bone were taken from his ankle. An anecdote is related of him during this period of his life, which we believe has not hitherto appeared:—being stationed at a gun, and having expended all his wadding, he seized a seaman's wig who stood next him, and ramming it home, called forth the spirits and laughter of his comrades. Mr. Faulknor was made Lieutenant soon afterwards, and among other service, was in the engagement between Admiral Byng and M. de Galissioniere, May 20, 1756. Soon after that action Lieutenant Faulknor was promoted to the rank of Commander, in a sloop of war; and, according to Mr. Charnock †, was one of the witnesses on the memorable trial that ensued. In 1757 Captain Faulknor was advanced to Post Rank, and held the command of the Marlborough, of 90 guns, for a short time.

During the year 1761, Captain Faulknor, who then commanded the Bellona, of 74 guns and 558 men, whose crew had been previously well disciplined, by the brave Captain Dennis, in the Dorsetshire; distinguished himself in the most eminent manner, amidst the brilliant actions ‡ which then took

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* Beatson's Memoirs, Vol. I, page 104.

† Biographia Navalis, Vol. VI, page 228.

‡ We allude among others to the action between the Minerva, of 32 guns, Captain S. Hood (not Captain A. Hood, as it has generally been erroneously printed;) the daring boat expedition, off Dunkirk, conducted by the intrepid Lieutenant John M'Bride; to that in which the brave Captain Hunt, of the Unicorn fell, with the Vestale French frigate, afterwards named the Flora; to the action between the Seahorse, carrying only 20 guns, Captain James Smith, and a large French frigate, l'Aigrette, mounting 34 guns; to that between the

place. On the 10th of August Captain Faulknor sailed from the Tagus, in company with the Brilliant, of 36 guns, Captain Loggie, with a considerable sum of money on board, belonging to the merchants. For the first three or four days, the wind, though extremely moderate, continued favourable for England. On Thursday evening, the 13th, a little off Vigo, the wind veered about to the northward, when both ships were obliged to trim their sails sharp, and ply off and on, until next day, the *14th, when, in the afternoon, three sail were discovered in the offing, standing in for the land. The enemy bore down on the English, with their top-gallant-sails clewed up, until they came within about seven miles; when, all of a sudden, they wore round, let fall their top-gallant-sails, set their studding-sails, and crowded away before the wind, with all the canvas they could carry. Chase was immediately given; and being favoured by the moon, they could clearly discern the enemy during the whole of the night. At sun-rise the French ships were perceived near five miles a-head; the Bellona, though at that time one of the best sailing ships in the service, and built only in the preceding year, having, in a long chase of fourteen or fifteen hours, gained little more than two miles. No sooner had the French Commodore, M. du Gue Lambert, (in the Courageux, of 74 guns and 700 men, with the Malicieuse and Ermine frigates, each of 36 guns,) a view of his opponents by clear daylight, than he hoisted a red ensign in the mizen shrouds, as a signal for his frigates to close with, and engage the Brilliant; and hauling down his own studding-sails, wore round and stood for the Bellona, mistaking her, as it would appear, for a fifty-gun ship. As this was one of the most memorable actions in the splendid annals of the British Navy, we are happy to give a more correct and detailed account than has hitherto appeared, from a private letter sent

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Richmond, Captain Elphinstone, and the Felicité, a French frigate; and to that between the Vengeance, of 26 guns, Captain Nightingale, and l'Entreprenante, of 44 guns, but only 26 twelve and nine-pounders mounted: the Vengeance was five times on fire.

* Beatson has erroneously mentioned the thirteenth, and called one of the French frigates the Hermoine. The best account hitherto published, is that, which Beatson followed, in the Gentleman's Magazine, Vol. XXXI, page 616.

from Commodore Johnstone, who commanded at Lisbon, to the late Lord Howe. But first let us peruse the modest public letter on service, which Captain Faulknor addressed to the Admiralty:

Lisbon River, August 21, 1761.

BE pleased to acquaint my Lords Commissioners of the Admiralty, that on the 14th inst., at three P.M., we saw three sail in the S.W. quarter, Cape Finisterre bearing N.E. half E., distant ten leagues. We immediately gave chase, and by their crowding from us soon suspected them to be enemies. We came up but slowly with them, and continued the chase all night. At five A.M. we got almost up with the frigates; at six the Brilliant began to engage one of them, and soon after the other also. At twenty-five minutes after six we came alongside the large ship, and began to engage as near as possible: at thirty-four minutes after six, our mizen-mast went away by the enemy's shot, and at forty-five minutes after six the enemy's mizen-mast went over the side. At four minutes after seven the large ship struck, which proved le Courageux, of 74 guns, commanded by M. du Gue Lambert, having on board 700 men, from St. Domingo. The Brilliant continued to engage the two frigates: at half-past seven the French frigates bore away, and neither of our ships were in a condition to pursue them; at the same time the prize's main-mast went away. We found our lower rigging much cut; the fore-mast, main-mast, and main-top-mast much shattered. We lost in the action six men, and had 28 wounded; the enemy had 240 men slain, and 110 wounded. We sent our* first Lieutenant, Mr. Male, with other officers, and 150 men, to take possession of the prize, and received 224 prisoners on board; the Brilliant sent 50 men, and received 100 prisoners on board: she had five men killed and six wounded; among the slain is the Master.

The brevity and modesty of the above letter were deservedly illustrated by Commodore Johnstone, in the private account of the action which he sent to Lord Howe:—

MY LORD, *Lisbon, September 4, 1761.*

AS I have always considered your Lordship's character incapable of admitting the smallest spot of envy to sully its lustre; so I sincerely believe no man rejoices with greater warmth at the noble actions of others. It is from this consideration that I venture to

* The present Admiral Lord Gardner was second Lieutenant of the Bellona.

send you some account of the taking the Courageux, by Captain Faulknor of the Bellona. His conduct naturally calls your Lordship to my mind; and therefore I hope it will prove the more agreeable, since it seems to confirm the method of attack which you were pleased to illustrate at the beginning of this war. But I feel my own weakness:—Who is capable of painting the lightning of Jupiter, or what words can convey the idea of his thunder? It was Apolles alone who could communicate those terrors among the antients; it is your Lordship's imagination that now must supply their place.

The Bellona, of 74 guns, Captain Faulknor, and the Brilliant, of 36 guns, Captain Loggie, sailed from Lisbon, with immense treasure on board. In passing by Cape Finisterre they had sight of the Courageux, of 74 guns, the Malicieuse, of 36, and the Ermine, of the like number. These were returning full of wealth, and full of pride, from a successful voyage round the French West India Islands, in which they had made many prizes, having now eight ransomers on board. The seventy-four was commanded by Mons. du Gue Lambert, who was esteemed the best officer in France, and had been entrusted with discretionary power, under promise of what he was to perform. The glory of his scheme departed on the issue of the battle. The French ships (intending for Vigo) bore down to make the British distinctly: the close of the evening left them uncertain, but rather inclined to believe both of the line of battle. The French fled; the British pursued; during a serene night, a pleasing gale, and every circumstance that could keep the imagination employed. The beams of Aurora discovered the force of the Brilliant. The French Commodore immediately shortened sail, and made the signal for the frigates to attack her. At six the combat began between those three; when Mons. Lambert, like a fair gamester, hauled for the Bellona; so that their bows pointed to each other: at the distance of two cables' length the enemy began to fire; Captain Faulknor received his second broadside before he permitted a gun to be discharged; this enabled him to lock the yards when he gave orders to begin. The execution (as I had it from the French) was incredible. They received two broadsides in that situation, when the Bellona backed astern, in order to run on the other side. In performing this, her mizen-mast went away, and fell directly over the stern; several were bruised, none killed, and all the men in the top got in at the gun room ports. The driver boom broke the fall: this rather served to assist Captain Faulknor's scheme of wearing quickly

under the Courageux's stern ; and ranging on the other side ; it was performed to a miracle: every gun was told on the quarter as they passed, till the Bellona was placed on the Courageux's bow, whose jib-boom was entangled in the other's fore shrouds. Here the guns were as quickly traversed, and as keenly plied. Taken in all directions, beat and buffetted on every quarter, her Captain killed, her mizen-mast gone, her main-mast wagging, her tiller rope cut, her quarters laid open, 240 of her crew carnaged, 130 wounded, courage submitted to superior power, the main-mast fell with the flag.—The action lasted 55 minutes.

The prize was conducted into Lisbon, under the eyes of the King and Court, as well as those of every nation in Europe. The opposite shores were covered, from St. Julien's to the town, with millions of people. What is strange, the Bellona had only a few shots, which pierced her hull ; though shattered and torn in the sails and rigging. She lost but five men, and 20 wounded! mostly by musket balls, and the tumbling of destruction. It is natural to inquire into the reason of this disproportion, and it is imputed, with truth, to superior management: for the ship was more shattered than the Formidable. She appears to have been appointed in every respect superior to any of the French captures which have fallen under my notice – short guns, smooth cylinders, good powder, and grape well prepared ; clear of cabins and other obstructions ; the officers regarded as the best in France ; the Captain confident in his strength, and daily wishing for an opportunity to redeem the credit of his country : but the fact is, he was fairly outworked. I can only compare the conduct of the Bellona to a dexterous gladiator, who not only plants his own blows with surety, but guards against the strokes of his antagonist. Fortune had little to say in the action ; because it appeared that every thing that happened was told and foreseen. Each design was carried into execution : no confusion, no balk, no powder blown up, no cannon fired in vain. The people, it is true, had been twice in action : all the officers were of a superior class. The first Lieutenant, Mr. Male, is not to be equalled for modesty or merit ; nor can the Master be compared with any of his corps. Captain Faulknor's speech to the people, will explain what I mean by saying every thing was foreseen :

GENTLEMEN,

I have been bred a seaman from my youth, and consequently am no orator ; but I promise to carry you all near enough, and then you may speak for yourselves. Nevertheless, I think it necessary

to acquaint you with the plan I propose to pursue in taking this ship, that you may be the better prepared to execute my orders with quickness and facility. French men of war have been taken with their guns lashed on the opposite side. They know little of this business; put them to management, and they run into confusion: for this reason, I propose to lead you close on the enemy's larboard quarter; when we will discharge two broadsides, and then back astern, and range upon the other quarter; and so tell your guns as you pass. I recommend it at all times to point chiefly at the quarters, with your guns slanting fore and aft: this is the principal part of a ship. If you kill the officers, break the rudder, and snap the braces, she is yours of course: but for this reason I desire you may only fire one round shot, and grape above, and two round shot only below; take care and send them home with exactness. This is a rich ship: they will render you in return their weight in gold.

Every action corresponded with the speech, which is the circumstance I admire the most. It appears wonderful to some, that so many men should be killed in so short a space. But on viewing the ship, that passion is called to account how any could escape. The force of a man of war when well applied, was never more evident. Your Lordship will easily conceive this, who knows the slaughter committed in the Hero about the same time.

There is an anecdote of Faulknor, which I think not unworthy of being related even to your Lordship. It is true, and it is natural; and I think favours more of presence of mind, than some I have met with in noted histories:—

When the Bellona's mizen-mast went away, a fellow, looking afraid, cried out, *Oh Lord! we have lost our mizen-mast!* Faulknor immediately replied, *D—n your liver you rascal, what has a two-decked ship to do with a mizen-mast in time of action? See, and knock away his mizen-mast.*

Not to interrupt the thread of the principal action, I seem to have forgot poor Loggie in the Brilliant. We left him engaged with two. He never perfectly closed with either, but pursued his excellent plan of employing both, to prevent any from interfering with the Gladiators, who were fitted. He succeeded, and they left him. They are since got into Vigo.

The circumstance which amazes foreigners most in this affair, is the pursuing a superior force with so much money on board. It shows so much despite, so much confidence; and the issue appears so complete a proof, that even the French, on this occasion, yield

with the tongue what they lost with the sword. When the second Captain came on board, he told Faulknor, he had got a rich prize! *By Jove*, says Bob, *I gave you a chance for a better. There is £. 100,000 in the hold; you might have divided, without agency.* The man stood amazed, as he declared himself.

I hope your Lordship will not think this tedious. One is willing to know every thing in so noted an action.

To these letters, the following additional information is requisite. The manner in which the Bellona and Courageux began the action was as follows:—They approached each other very fast, the first lying-to, and the other advancing under her top-sails. The sea, though there was a fine working breeze, was as smooth as a pool of standing water, so that the men, in both ships, could stand and work their guns as firmly as at a land-battery. There were no chance shots between wind and water, or loss of masts and yards by stress of weather. The first broadside from the Bellona struck the water, but almost every shot rose, and took place. We are sorry to add, that Frenchmen, even at that time, possessed as little honour, and humanity, as they do at present. When the Courageux had struck, and the Bellona, in consequence, had ceased from firing; when the men had left their quarters, and the officers had assembled on the quarter-deck to congratulate each other; *a round of shot came suddenly from the lower tier of the Courageux!* To describe the rage that animated the crew of the Bellona is impossible; they flew to their guns, and repaid the perfidy of these monsters, with what they coolly termed two *comfortable broadsides.*

During the action Captain Faulknor was induced from the heat to throw off his coat; nor would he listen to his officers, who fearing it might prove a mark to the enemy, earnestly requested him to put it on: but he peremptorily refused—*Never mind such thoughts, I must take my chance for that.*

After the action had thus terminated, our Heroes stood for Lisbon; that being the only port they could expect to reach in their disabled condition. But the night before they arrived, one of the sentries in the hold, being intoxicated, set fire to some

rum on board the Courageux, near one of the magazines. The intrepidity and presence of mind of Mr. Male saved the ship: he instantly jumped down the hatchway, and extinguished the flames, which had already communicated to some shavings and lumber. The sentry was so much burnt, that he died soon afterwards; and twenty of the French prisoners, hearing the alarm, threw themselves overboard, and were drowned. On the arrival of the ships at Lisbon, it was discovered, that no provision had been made by the French government, for the relief of such of their subjects as the fortune of war might bring there: a subscription was therefore immediately set on foot by their humane conquerors, in which the British Factory took a leading part: and the very persons, who had acted so basely and dishonourably towards the brave crew of the Bellona, experienced that noble return, which the christian mariner alone feels it his duty and his inclination to render. M. du Gue Lambert, who had been wounded in the neck, died on the 25th, and his funeral was honoured both by the British and French officers. Lieutenant Male was advanced to the rank of Commander. The Courageux was added to the British Navy; in 1777 she was commanded by the present Lord Hood; and in 1778, under Admiral Keppel, by Captain Lord Mulgrave; and has since, in 1797, been lost on the coast of Barbary, when she drove from her anchors in Gibraltar bay.

The fame of Captain Faulknor's action prepared a cordial and flattering reception for him when he returned to his native land; and had awakened an enthusiastic admiration in Miss Elizabeth Ashe, whom he married in Nov. 1761.

The next ship to which Captain Faulknor was appointed, during the peace which took place in 1763, was the Kent*, of 74 guns: the exact date we cannot ascertain; but conjecture,

* The Kent was stationed at Plymouth in 1767, under the orders of the Right Hon. G. Lord Edgecumbe. In 1772 she was in commission, and at Plymouth, under the command of Captain S. Colby; and in 1773 was at the same place, commanded by Captain Charles Fielding; but afterwards, in the same year, when the King reviewed the fleet at Spithead, the Kent, Captain Fielding, formed a part of it. The new ship of this name was built at Perry's Yard, Blackwall, in 1798.

from the following memorial he presented, but which has no date annexed, that he commanded the above-mentioned ship in 1764.

The Memorial of Captain Robert Faulknor, late of His Majesty's ship the Kent:—

MY LORD,

Your Memorialist begs leave to set forth his pretensions to the service.

He is first to observe, that his grandfather was a Captain in the Royal Navy, that he commanded the Orford in Queen Anne's war, where he had the calf of his leg shot away in an engagement. Your Memorialist's father was Captain of the Victory, and perished with that ship among the many; besides several uncles, and brothers, that were Captains, or Lieutenants, who were either killed, or ended their days in the King's service.

That your Memorialist has been thirty and one years in the Royal Navy—twenty and five years of which a commissioned Officer, and almost ten years a Post Captain.—Your Memorialist was at the Siege of Carthagena; and was one of those three hundred volunteers, that served on board the Galicia, when she was sent to batter the ramparts of the city; where he was so severely wounded in the ankle by a grape shot, as to go upon crutches for six months, the effects of which he feels to this day.—That your Memorialist commanded His Majesty's ship the Bellona, in the last war, when he had the good fortune to engage and take the Courageux, a ship of equal force.

These circumstances induce your Memorialist to request your Lordship to give him the command of a yacht, when one shall become vacant.

Your Memorialist begs leave to refer his general character, as an officer, to any of the Admirals in the service your Lordship shall think proper to inquire of.

It does not appear that this brave seaman succeeded in a request, which he urged with so much modesty, backed with so much merit. His health being considerably affected by a fall from his horse, whilst hunting in Northamptonshire, he for some time resided chiefly at Bath, and afterwards at Dijon, in the south of France, where he died on the 9th of May, 1769.

His body was brought to England, and buried in the family vault at Gosport.

(VII.) The widow of Captain Faulknor returned to England in the same year, 1769, with four children*, and herself with child of the fifth. Through the intercession of the Duke of Cumberland, she at length obtained, in 1770, a pension from the King himself. She placed her two eldest sons at a grammar school at Northampton, the place of their former residence and birth: and when the Royal Academy at Portsmouth was first established, under the auspices of his present Majesty, and the direction of the Earl of Sandwich; Mrs. Faulknor's eldest son, Robert, to whom our attention is now directed, was admitted the first scholar.

The wonderful progress which he displayed called forth his master's repeated encomiums; and when the three years, the period allotted for his education, had elapsed, this excellent young man had the advantage of being appointed to the Isis †, of 50 guns, on the 9th of March, 1777, commanded by the Hon. Captain Cornwallis, in North America, attached to Lord Howe's fleet. Letters of marque and reprisal had been issued against the thirteen revolted provinces of America, on the 6th of February in the same year. On the 22d of October, the Augusta, of 64 guns, Captain Francis Reynolds; the Somerset, of 60 guns, Captain G. Ourry; the Merlin sloop, of 14 guns; and the Isis; were sent to dislodge the enemy from the strong posts, which they held at Red Bank and Mud Islands. In this perilous service the Augusta and Merlin sloop were burnt, and the Somerset and Isis were obliged to retire. During the month of November, the Isis particularly distinguished herself at the attack of Fort Island, in the River Delaware, and drew forth the following encomium from the Commander in Chief:—" The Isis being as well placed in the eastern channel, as the circum-

* Robert, whose exploits will close the present memoir; Edward, who served under Lord Ducie, then Captain Reynolds, died a Lieutenant; Elizabeth, married to the Hon. Colonel Stanhope, and Francis William Humphrey, who was born after his father's death.

† Commanded in North America, 1776, by Captain Charles Douglas.

stances of the navigation would permit, rendered very essential service against the fort and gallies, much to the personal honour of Captain Cornwallis, and credit of the discipline of his ship." On the 7th of December, 1777, Mr. Faulknor having been a few hours on board the Chatham, was moved with his noble friend into the Bristol, of 50 guns, *vice* Captain J. Rayner, who succeeded to the Isis, and gallantly supported her character during the action, in which the Duke of Ancaster served as a volunteer.—The Bristol was at this time in the Delaware River; and the following letter from his gallant Commander, justly styled by Mr. Faulknor's mother, on the address, *The Honourable and excellent William Cornwallis,* will show what he then thought of our young hero; and will not, we sincerely trust, offend the inflexible modesty of that noble veteran, and faithful servant of his country:—

River Delaware, Dec. 10, 1777.

MADAM,

I WILL not trouble you with a letter relative to your son, as I hope you will see him very soon: but as I thought it probable that you might hear I had changed my ship, and be anxious to know the fate of my dear little friend, I could not let slip the opportunity of a few lines, to inform you, I have brought him with me for many reasons. He has behaved extremely well in all things, and I do assure you is perfectly good in every respect, and bids fair to be as great a credit to the service as his father was.

I am, &c.

On the 23d of December, 1777, Mr. Faulknor followed his Commander into the Ruby, of 64 guns, and Medea; and having returned with him to England, probably in the latter ship, was appointed to the Lion of 64 guns, under his command, on the 18th of August, 1778. This ship was attached to the fleet under Lord Shuldam, with his flag in the Foudroyant, Captain J. Jervis, that sailed from Spithead on the 25th of December,

1778, to escort the trade to America, and the East and West Indies. The Lion proceeded with the squadron under Commodore J. Rowley, in the Yarmouth, to the West Indies; and opened a new scene of enterprize and experience to our young mariner.

On the 6th of January, 1779, Admiral Byron arrived in the West Indies, and having been detained by a strong lee current, with the wind at east, it was the first of July before he reached St. Lucia: when on hearing that a fleet had been seen that very morning steering for Grenada, and being afterwards deceived respecting the real force under d'Estaing; a squadron* consisting of twenty sail of the line, besides the Medway, of 60 guns, and the Ariadne frigate, put to sea on the third of the same month. Soon after day-break, on the sixth, the French fleet was perceived off St. George's; but getting under weigh, in great confusion, with little or no wind. In the spirited, but unsuccessful pursuit of our implacable enemy, the Lion took a most conspicuous part; and was preserved from imminent danger by Admiral Barrington; as appears from an account, which a friend of Admiral Barrington sent to one of the morning papers in the year 1800; and which was thus ushered to public notice: *The writer of this article thinks it his duty, at this distance of time, to record this anecdote as a token of the high opinion all those in the naval service had of the magnanimous Admiral Barrington:—*

The Lion was the most disabled of the whole of the British fleet.

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* In this squadron, an excellent list of which is given by Mr. Beatson in his Memoirs, Vol. VI, page 160, the Lion was attached to the rear division.—

Ships.	*Guns.*	*Men.*	*Commanders.*	*Killed.*	*Wounded.*
Yarmouth....	64	500	N. Bateman		
Lion.........	64	500	Hon. W. Cornwallis	21	30
Vigilant	64	500	Sir Digby Dent, Knt.		
Conqueror....	74	617	Rear-Adm. Hyde Parker Captain H. Harmood		
Cornwall......	74	600	Tim. Edwards	16	27
Monmouth ...	64	500	R. Fanshaw	25	28
Grafton......	74	600	Thomas Collingwood	35	63

The Prince of Wales, of 74 guns, and 700 men, Vice-Admiral Hon. S. Barrington, and Captain B. Hill, had 26 men killed, and 46 wounded.—The total number, in the whole squadron, was 183 killed, and 346 wounded.

This being observed by one of the French 80's, she immediately bore out of the line, down upon the Lion, who could neither wear nor stay, with an evident intent of raking her astern; and as the Lion could only bring four guns to bear on her, the brave Cornwallis, with the greatest coolness, gave directions to his two Aides-du-camp, the Hon. Mr. Wellesley Pole, brother of the present Marquis, and Mr. Robert Faulknor, Midshipman, to go below and tell the officers to give directions to all the men to lie down, fore and aft, as an enemy's ship was coming down to rake them; adding these emphatic words, *As we shall all go down together*.

The brave Admiral Barrington, in the Prince of Wales, of 74 guns, seeing the imminent danger of the Lion, clapped his helm a-weather, and pursued the Frenchman; and at the critical moment, when he was pointing all his guns into the Lion's stern, the Prince of Wales brought her broadside close between the Lion's stern and the enemy, and took the whole doze herself, and continued the contest, until she made the Frenchman sheer off, very much shattered. Thus the manœuvres of Admiral Barrington on that day saved the Lion from destruction. She was so much crippled, that accounts were brought to the Admiralty, that she was missing; and in this cruel state of suspence, the relations and friends of its brave crew were kept for eleven days: when dispatches and letters arrived, to announce her safe arrival at Jamaica, where she crawled like a cripple with jury masts*.—The other ships that suffered the most, were the Grafton, Captain Collingwood; the Cornwall, Captain Edwards; the Monmouth, Captain Fanshaw; and the Suffolk, Admiral Rowley, Captain H. C. Christian. The French endeavoured, as usual, to conceal the loss they had sustained; but according to the best accounts, they had 1200 killed, and 1500 wounded. Admiral Byron thus concluded his dispatches:—"I think myself justifiable in saying, that the great superiority in numbers, and force, would not have availed the enemy so much, had not their advantage over us, in sailing, enabled them *to preserve a distance*, little calculated for deciding such contests."

Sir Peter Parker in the ensuing year, 1780, had the com-

* We have endeavoured to be thus particular in detailing some of the services of our hero's distinguished friend and commander, to improve the memoir which appeared of Admiral Cornwallis in our seventh Volume.

mand* on the Jamaica station, and detached the Hon. Captain W. Cornwallis, in the Lion, on a cruise off Monti Christi, with the Bristol, of 50 guns, Captain T. Caulfield; and the Janus, of 44 guns, Captain B. Glover. On the 20th of March, he fell in with a French squadron, under Mons. de la Motte Piguet, consisting of four seventy-fours, and one frigate, of 36 guns, which had a number of vessels in convoy. On perceiving that the enemy were in chase, Commodore Cornwallis immediately formed into a line of battle a-head. The enemy in the evening had approached within gun-shot, and notwithstanding their superiority, commenced action *à la distance;* and in this manner a running fight was maintained until day-break. In the official account, sent home by Admiral Sir P. Parker, which was not inserted in our biographical memoirof that distinguished officer, Captain Cornwallis received the praise he so highly merited:—

The morning of the 21st, continues the Admiral, was calm, and the Janus, being near the French Commodore, kept up a constant and well-directed fire; which obliged him to take the advantage of a light air of wind to sheer off, with the loss of his mizen-top-mast and fore-top-gallant-mast. The Lion and Bristol towed with their boats to the assistance of the Janus; which brought on a general firing for two or three hours. The remainder of the day was employed by the enemy in repairing their damages; and, just before sun-set, they made sail again after our ships, but did not come within gun-shot the whole night. Soon after day-light on Wednesday morning, the 22d, Captain Cornwallis saw three sail to leeward, which he imagined, and afterwards found to be the Ruby, of 64 guns, Captain J. Cowling; the Niger, of 32 guns, Captain J. Brown; and Pomona frigate, of 28 guns, Captain C. E. Nugent. The French immediately hauled their wind, and Captain Cornwallis chased them for five hours: but they declined the combat, notwithstanding the Janus was disabled, and Captain Cornwallis had only two sixty-fours and one fifty-gun ship to oppose to *four* sail of the enemy's line, of seventy-four guns each,

* In this fleet the then Captain Horatio Nelson commanded the Hinchinbroke, armed ship, of 14 guns, and Captain Cuthbert Collingwood the Badger sloop, of 14 guns, (see our memoir of Lord Collingwood, Vol. XV.) The Admiral's flag, according to Captain Schomberg, was on board no particular ship. The same author also gives another frigate to the French.

under the command, as I have since been informed, of M. de la Motte de Piguet. The names of the French ships are the Hannibal, Hero, Vengeur, Diadem, and the Amphitrite frigate. The French fired so injudiciously, that there were only twelve men killed and wounded in the three ships. The marked conduct and intrepidity of Captain Cornwallis, and all the officers and men under his command, will, I flatter myself, give entire satisfaction to their Lordships." The loss on board our ships was only twelve killed and wounded.

In the succeeding month of April, Sir Peter Parker, anxious to relieve the anxiety of Mr. Faulknor's mother, who pressed her son's promotion to the rank of Lieutenant, sent her the following answer from Jamaica:—"Captain Cornwallis will inform you, how ready and willing I am to serve your son, and how impossible it is to do it at present. You may be assured, that from the knowledge I had of his father, and the respect I bear you, his preferment would have been attended to, without the interposition of the most powerful advocate you could have employed, in my friend Barrington."

But the action, which is more particularly remembered by the officers, who have been formed under the Hon. William Cornwallis; and which, as it displayed the greatest nautical skill and abilities, must have rendered a very essential service to Mr. Faulknor, occurred on the 20th of June, in the same year, in the lat. 30° 18′ north, long. made from Cape Florida, 12° 47′ east, the wind at S.S.E., during a cruise off Cuba. His little squadron on that memorable day, consisting of two seventy-fours, two sixty-fours, a fifty-gun ship, and a frigate, had to encounter Mons. de Ternay, with eleven French ships of the line, two of which were eighty-fours, and three or four frigates, besides an armed brig and a cutter, who were convoying a fleet of merchantmen. At one in the afternoon, the Niger made the signal for four sail in the N.E.; Commodore Cornwallis immediately ordered a general chase. The enemy, who were crossing the track of our little squadron, hauled up towards them, and by half-past four the fleets had neared each other considerably.

From the disposition of M. de Ternay*, and his convoy, the gallant Commodore threw out a signal for our ships to form into a line a-head, on the starboard tack. The enemy were at this time on the larboard tack, and their convoy two or three miles distant on their starboard quarter, under the protection of some of their ships; a part of which were under a press of sail, as well as frigates, to join the seven already drawn up in line of battle. The Ruby was at this time so far to leeward, that if she had not tacked, the enemy would have weathered her, according to M. de Ternay's intention; and the Commodore immediately wearing to support the Ruby, became on the same tack with the French: upon which they immediately edged away, forming their line; and though within gun-shot, did not fire.

By five o'clock, P.M., our Commodore had pushed the enemy sufficiently to leeward, to enable the Ruby, who was then on the lee bow of the British squadron, to join: he accordingly made her signal to tack. The enemy immediately hoisted their colours and began to fire. When the Ruby had fetched into the rear of the British line, she obeyed her signal: the headmost ship of the enemy tacked also, and the rest followed her example, still preserving their line. Mons. de Ternay kept up a very distant fire, as our ships passed him on the contrary tack. When his sternmost ship had stretched beyond the British rear, he bore up and joined his convoy: and during the night ran away, before the very inferior force to which he had been opposed. In his dispatches, however, this officer unlike the generality of his countrymen, thus acknowledged the superior skill of Commodore Cornwallis:—*Knowing the magnitude of the expedition I was entrusted with, and finding from his conduct, that the officer, who had the honour of commanding the British squadron, was not to be trifled with, I judged it most prudent to decline any action as much as possible.*—On board the British ships, two men only were killed, and five wounded.

Commodore Cornwallis concluded his letter on service with

* See Charnock's Biog. Nav., (article *Cornwallis,*) who has given the best account of this action. Captain Schomberg's is very deficient.

his usual modesty :—" The whole of this matter is of small importance : but I thought it my duty to inform you of every particular, for fear of misrepresentations, as the enemy are sometimes not very correct in their accounts :

We flattered ourselves at first that it was a convoy under the care of the four line of battle ships we met the last cruise, with some frigates : I am sure it was the sincere wish of my brother Captains, and every one of our little squadron. But I am to lament my ill fortune, that after having been entrusted by you with the command of five such ships, and a frigate, that I should again meet the enemy so strong, as to prevent our being able to attempt any thing against them.

Mr. Faulknor terminated his professional services as Midshipman, under this excellent officer, on the 20th of December in the same year, 1780 ; when he was appointed Lieutenant on board the Princess Royal, of 98 guns, Rear-Admiral J. Rowley, Captain J. T. Duckworth : and, during the next year, obtained that Admiral's leave to come home in the Princess Royal, then commanded by Captain Sir Thomas Rich, Bart., who with seven other ships, Captain G. Bowyer, Commodore, sailed from Jamaica on the 22d of August, with the homeward-bound trade. On the passage they were separated in a heavy gale of wind ; some of the merchantmen foundered, and the Albion, of 74 guns, the Commodore's ship, with the Princess Royal, were the first of the squadron that reached England : the latter had only bread for three days longer, and was in a shattered and sickly state. Lieutenant Faulknor's arrival had been preceded by a letter from Sir Peter Parker, in which he informed Mrs. Faulknor, " That her son more than answered the good opinion he had formed of him." Admiral Rowley also, in a subsequent letter from Jamaica, spoke of him as a " young man of great merit." These testimonies are essential, as they mark the progressive merit of our hero ; and prove that his future glory was the fruit of professional virtues, that had been tried and approved.

After so long an absence from his native country, Lieutenant Faulknor enjoyed the comforts of the shore for upwards of

a twelvemonth; and on the 7th of April, 1782, was appointed to the Britannia, of 98 guns, Vice-Admiral Barrington, Captain B. Hill; who sailed from Spithead with a powerful squadron on the 13th of the same month, in order to intercept a French convoy*, under M. de Soulange, bound to the East Indies. The Pegase, of 74 guns, Chevalier de Cillart, and l'Actionnaire, of 64 guns, *armée en flute*, with twelve merchant vessels, were taken. The Britannia arrived with most of the prizes at Spithead, on the 26th, and then joined the Channel fleet; and on the 11th of September, Admiral Barrington sailed as second in command under Lord Howe, to the relief of Gibraltar. An ample account of the above events has been already † detailed in our Chronicle. On the 20th of January, 1783, the preliminary articles of peace were signed at Versailles, and on the 3d of September the definitive treaty. Lieutenant Faulknor, on being paid off from the Britannia, March 13th, 1783, continued on half-pay until the 17th of April in the same year, when he was appointed to the Merlin, of 14 guns, commanded by Captain G. Lumsdaine; in which ship he continued until the 28th of December, when he was moved into the Daphne, of 20 guns, Captain the Hon. M. Fortescue; and on the 9th of October, 1787, Lieutenant Faulknor again served under his friend Admiral Barrington, in the Impregnable. On the 6th of March, 1788, he was appointed for a short time to the Hero ‡, of 74 guns; and on leaving it, remained on half-pay from the 9th of April, 1788, to the 26th of July, 1789; when his name appears on the books of the Carnatic §, of 74 guns, where he continued until the ensuing September. He then remained on half-pay until May 10, 1790, when he served for the last time as Lieutenant on board the Royal George, of 100 guns, Admiral Barrington; and was advanced, on the 22d of November, in the same year, to the rank of Commander.

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* See biographical memoir of Earl St. Vincent, Vol. IV, page 9.

† ———————— Admiral Barrington, Vol. IV, page 191; and of Lord Hugh Seymour, Vol. II, page 360.

‡ Commanded in 1783, the year before he was knighted, by Commodore R. King, Captain Theo. Jones.

§ Commanded at the Spanish Armament, 1790, by Captain John Ford.

After continuing for some months on half-pay, Captain R. Faulknor was appointed to the Pluto*, fire-ship, of 14 guns, April 2, 1791, and continued in her until September 7, in the same year. He then remained on half-pay until the 12th of June, 1793, when he commanded the Zebra sloop, of 16 guns; the ship in which he closed his service as Commander with so much glory.

In a letter, dated from the Nore, July 29, 1793, Captain Faulknor thus details the services on which the Zebra was then employed:

> Orders are come from the Admiralty for the Zebra to go immediately in pursuit of a French privateer, of 20 guns, and another of 16, which have taken seventeen sail of British merchant ships. I have directions to take under my command the Nimble cutter, of 16 guns, and to cruise for a month off the coast of Norway. I shall sail early to-morrow in quest of these fellows, and I trust in God to give a good account of them.

On the 13th of October, in the same year, Lord Chatham sent Captain Faulknor directions to fit out the Zebra for foreign service, and at the same time informed his mother—"That her son should be sent, according to her wishes, to the West Indies, under the protection of Sir John Jervis."

On the 3d of February, 1794, Vice-Admiral Sir John Jervis, with his flag on board the Boyne, of 98 guns, Captain George Grey, sailed with a part of the fleet, and a large body of troops, under General Sir Charles Grey, to the attack of Martinico; and before the 16th of March, the whole of the island, excepting forts Bourbon and Royal, were in our possession. On the 17th, Lieutenant Bowen, of the Boyne, who had the command of the night guard, and gun-boats, nobly pushed into the careenage, and captured the Bienvenu frigate, under a severe discharge of grape shot and musketry from the ramparts and parapet of the fort. His gallantry, and the success which attended it, brought on an immediate attempt to take the town

* Commanded in 1783 by Captain J, R. Mosse, and in 1790 by Captain J. Langhorne.

and Fort Royal by storm. Accordingly the Asia, of 64 guns, Captain J. Brown, and the Zebra, Captain R. W. Faulknor, were ordered to hold themselves in readiness to enter the careenage, and to cover the flat boats, barges, and pinnaces, that were under the command of Commodore Thompson, supported by Captains Riou and Nugent: a detachment from the army advancing at the same time along the side of the hill, under Fort Bourbon, towards the bridge over the canal, at the back of Fort Royal. Sir John Jervis in his dispatches adds as follows :—

This combination succeeded in every part, except the entrance of the Asia, which failed for the want of precision in the ancient Lieutenant of the port, Monsieur de Tourelles, who had undertaken to pilot the Asia. Captain Faulknor observing that ship baffled in her attempts, and the Zebra having been under a shower of grape shot for a great length of time, (which he, his officers and sloop's company, stood with a firmness not to be described,) he determined to undertake the service alone; and he executed it with matchless intrepidity and conduct: running the Zebra close to the wall of the fort, and leaping overboard, at the head of his sloop's company, assailed and took this important post before the boats could get on shore, although they rowed with all the force and animation which characterize English seamen in the face of an enemy. No language of mine can express the merit of Captain Faulknor upon this occasion; but as every officer and man in the army and squadron bears testimony to it, this incomparable action cannot fail of being recorded in the page of history. The grenadiers and light infantry made good use of their field pieces and muskets; and soon after the surrender of the fort, took possession of the town, by the bridge over the canal at the back of it; while a strong detachment from the naval battalions at Point Negro, under the command of Captains Rogers, Scott, and Bayntun, in flat boats, barges, and pinnaces, approached the beach in front. Monsieur Rochambeau did not lose a moment, in requesting that Commissioners might be appointed to consider of terms of surrender; and the General and I named Commodore Thompson, Colonel Symes, and Captain Conyngham, to meet three persons named by him at Dillon's plantation, at nine o'clock on the 21st; and on the 22d the terms were concluded. The rapid success of His Majesty's arms has been produced by the high

courage and perseverance of his officers, soldiers, and seamen, in the most difficult and toilsome labours; which nothing short of the perfect unanimity and affection between them and their chiefs could have surmounted.

Commodore Thompson conducted the enterprize on the side of la Trinité, like an able and judicious officer. Captain Henry carried on the business at Ance d'Arlet with great energy, and has been indefatigable in forwarding all the operations he has had a share in.

To Captains Brown, Nugent, Harvey, Markham, Faulknor, Sawyer, Carpenter, and Scott, I am greatly indebted for the manner in which they conducted the attack against St. Pierre. Captains Harvey, Kelly, Rogers, Salisbury, Incledon, Riou, Lord Garlies, Carpenter, Scott and Bayntun, have gained great reputation in the army by the conduct of the naval battalions, and working parties under their command. Captain Berkeley (since the arrival of the Assurance) has furnished a powerful reinforcement of men from that ship. Captain Pierrepont has been very active in the services allotted to the Seaflower. In Captain Grey I have found the experience of age joined to the vigour of youth. The Captains of the 44 gun ships armed *en flute*, of the store-ship and hospital-ship, have done well.

For other particulars I beg leave to refer their Lordships to Captain Powlet, who carries this dispatch, and to Captain Markham, of the Blonde, who conveys him. They served with Commodore Thompson at la Trinité, and arrived on the south side of the island in time to have a share in most of the transactions there.

I have the honour to be, Sir,

With great consideration,

Your most obedient humble servant,

P.S. Enclosed also is a list of the killed and wounded belonging to the squadron under my command, also a letter I received from Commodore Thompson.

An Account of the Number of Officers and Seamen killed and wounded.

Boyne.—1 Lieutenant, and 5 foremast men, wounded.

Vengeance.—2 foremast men killed, 2 ditto wounded.

Irresistible.—1 foremast man killed, 5 ditto wounded.

Asia.—3 foremast men killed, 5 ditto wounded.

Veteran.—1 foremast man killed, 1 Lieutenant and three foremast men wounded.

Winchelsea.—1 foremast man killed.

Quebec.—1 foremast man killed, 1 Surgeon and 2 foremast men wounded.

Dromedary.—2 foremast men killed, 1 Captain, and 1 foremast man wounded.

Nautilus.—2 foremast men killed.

Avenger sloop.—1 Captain killed.

Zebra sloop.—1 foremast man wounded.

Name of the Officer killed.

Captain James Milne, of the Avenger.

Names of the Officers wounded.

Captain Sandford Tatham, of the Dromedary.

Lieutenant Thomas Henry Wilson, of the Boyne.

Lieutenant Thomas Clark, of the Veteran.

Mr. Robert Lindsay, Surgeon of the Quebec.

SIR, *Fort Royal, March 20, 1794.*

I HAVE the pleasure to acquaint you, that the only loss we have sustained in the capture of Fort Royal, is the pilot of the Zebra killed, and four seamen belonging to the same ship wounded. So soon as I perceived she could fetch in, I gave orders to Captains Nugent and Riou, who commanded the flat boats; which, with the men embarked in them, were lying upon their oars, to push in, and mount the walls; when every exertion was made, and the boats seemed to fly towards the fort. Captain Faulknor, in the mean time, in a most spirited and gallant manner, entered the harbour, through the fire of all their batteries, and laid his sloop alongside the walls, there being deep water close to: when the enemy, terrified at his audacity; the flat boats full of seamen pulling towards them; and the appearance of the troops from all quarters; struck their colours to the Zebra. A well-directed and steady fire from the gun-boats under Lieutenant Bowen, as also from our batteries, was of great

service. The alacrity and steadiness of the officers and seamen in general under my command, was such, that I had not the least doubt of success against the whole force of the enemy, had they disputed our entrance.

The fort is full of ammunition and stores of all sorts, but the buildings are in a miserable condition from the effects of our bomb, the gun-boats, and batteries.

I have the honour to be, Sir,
Your most obedient humble servant.
(Copy.) J. THOMPSON.

Sir Charles Grey, in his dispatches, highly commended Captain Faulknor, and the exertions of the Navy:—"The Navy acquitted themselves with their usual gallantry, (particularly Captain Faulknor, whose conduct justly gained him the admiration of the whole Army,) carrying the fort by *escalade* about twelve o'clock of the 20th instant, under the able conduct of Commodore Thompson, whose judicious disposition of the gun and flat boats, assisted by that spirited and active officer, Captain Rogers, contributed materially to our success.

The death of the Pilot of the Zebra, which Commodore Thompson mentions in the above letter, was attended with some extraordinary circumstances, which have been preserved:—

Captain Faulknor's collected mind, observing a visible confusion in the countenance of the Pilot of the Zebra, when he received Captain Faulknor's orders to place the sloop close under the walls of Fort Royal; said to one of the officers—*I think Mr. ——— seems confused, as if he did not know what he was about. Was he ever in action before?*—"Many times, Sir; he has been twenty-four years in the service." Captain Faulknor, however, being more convinced that his suspicion was well founded, went up to the Pilot, and asked him some trifling question, to ascertain the real state of the case: when his agitation was such, as entirely to render him incapable of giving any answer. But he added in a low voice, and without raising his eyes to his noble Commander's face—*I see your honour knows me. I am unfit to guide her. I don't know what is come over me. I dreamt last night I should be killed; and am so afraid I don't know what I am about. I never, in all my life, felt afraid before.* Captain Faulknor, with that presence of mind which marked his character, and when all

around was confusion and death, replied in a still lower tone: *the fate of this expedition depends on the helm in your hand—Give it me! and go and hide your head in whatever you fancy the safest part of the ship. But fears are catching: and if I hear you tell yours to one of your messmates, your life shall answer for it to-morrow.*—The poor fellow, panick struck, went away; and overcome with shame, sat down upon the arm chest; whilst Captain Faulknor seized the helm, and with his own hand laid the Zebra close to the walls of the fort: but before he had got upon them, at the head of his gallant followers, a cannon ball struck the arm chest, and blew the Pilot to atoms.

The following extracts from some of this illustrious officer's letters to his mother, cannot but be very acceptable to the future historian: any attempt to alter them, or to convey the information they contain, under what might be thought by some the more modest use of the third person, would greatly have injured their interest: had Captain Faulknor's life been spared to his country, this might have been done: but surely no one who peruses the communication of a deceased hero to his parent, can tax the gallant writer with either egotism or vanity. The first is dated from Martinique harbour, March 23, on board the Undaunted, the Bienvenu's prize, into which he had been made Post by Sir John Jervis, on the 20th of the same month; and which was thus named by the Admiral, in compliment to our hero—

HONOURED MADAM,

ON the 20th of this month I was made Post Captain into the Undaunted*, a French frigate, of 28 guns, captured in Fort Royal harbour, the magazine and arsenal of all the French West India Islands: the whole Island has surrendered to the British arms........The Zebra has been employed during the whole siege; and I have served alternately on board, and on shore. At the storming of Fort Royal a circumstance so fortunate happened to myself, that I cannot help relating it:—I had a ship's cartouch

* Advice was received at the Admiralty, in December, 1796, respecting the loss of the Undaunted frigate, which foundered on the Jamaica station in a gale of wind. Captain Roberts, who had previously quitted her on account of ill health, died of the yellow fever. On his death, Captain Winthorpe, of the Albicore sloop, succeeded as acting Commander.

box, which is made of thick wood, buckled round my body, with pistol cartridges in it, for the pistol I carried by my side. As the Zebra came close to the fort, a grape shot struck, or rather grazed my right hand knuckle, and shattered the cartouch in the centre of my body: had it not miraculously been there, I must have been killed on the spot.—Thanks to Almighty God for his kind preservation of me in the day of battle!

This important island being secured, the fleet and army will next proceed to St. Lucia, and then to Guadaloupe; where we expect to find but little resistance. The Admiral told me to day, I was immediately to go into the Rose; a removal which will be very pleasant to me, as she is an excellent English frigate, quite manned, and in good order. She becomes vacant by Captain Salisbury's being appointed Commissioner of the dock-yard at Martinique. Adieu, my dearest mother! May this find you well and happy, sincerely prays your most affectionate and dutiful son,

Postscript.—The Admiral has appointed me to the Rose, paying me such compliments, that it is impossible for me to relate them. The sword and colours of Fort Royal were delivered to me by the Governor of the Fort; and I take some credit to myself, that after the Zebra had stood an heavy fire, and when we had the power to retaliate; for we were mounted upon the walls; I would not allow a man to be hurt, on their being panic struck, and calling for mercy. It would take a volume to relate the events which have happened to me since I left England. The Zebra, when she came out of action, was cheered by the Admiral's ship; and the Admiral himself publickly embraced me on the quarter deck; and directed the band to play—" See the conquering Hero comes!"—Such compliments are without example in the Navy; I never could have deserved them.

Captain Faulknor's next letter is dated from on board the Blanche, Barrington Bay, St. Lucia, April 4:

HONOURED MADAM,

SINCE my last of the 25th of March, from Martinique, the fleet and troops have proceeded to this island, and found it an easy capture, after sustaining the fire from the different batteries,

and intending to storm the strong fort of Morne Fortunée; in which I was to have commanded a party of my own seamen of the Rose, which ship I had until the island was taken: when the Admiral was good enough to remove me to a frigate, of 32 guns, (the Blanche,) where I mean to stop, not wishing to have a larger ship. The Rose was the first ship into Barrington Bay, so named by Sir John Jervis, it being the famous place where that good Admiral made so gallant a defence in the late war: I think he will receive pleasure to hear of this event, and had I a moment's time I should not fail to write to him. We next proceed to Guadaloupe, where we shall probably meet with some opposition.

I am ever, &c.

In the subsequent conquest of this island, Captain Faulknor continued to distinguish himself; and at the storming of the principal fort, which was attended with a good deal of loss, he commanded a detachment of seamen—

Blanche, Guadaloupe, April 22, 1794.

AFTER a campaign unexampled for fatigue, and severe service, the conquest of Guadaloupe was completed yesterday, with two other small islands dependent on it; and I am sure it will give you no small pleasure, to hear the share I have had in every part of the expedition. The value and importance of these islands, can only be judged of by those who are witness to their high cultivation, richness, and the increase of trade that will consequently arise from their being in our possession. All our good fortune may be attributed to the unanimity of the two corps; the hearty zeal with which they have acted together; and the vigorous talents and measures of the two Commanders in Chief. His Royal Highness Prince Edward, who has been on service with us, embarks on board the Blanche to-morrow, when we sail for Halifax: and the ship will be refitted there, and remain on the coast of America until the ensuing October, when I return hither for the rest of the war.

In a subsequent letter from Halifax, Captain Faulknor enters more at large on the late transactions in which he had been engaged—

Blanche, Halifax, May 18, 1794.

AFTER a pleasant passage of eleven days, I arrived safe at this port on the 16th instant, with His Royal Highness Prince Edward; (and a pleasant kind companion I found him. I was ordered to

take my old ship the *Zebra* under my command, and to cruise, after the two ships are refitted, along the whole coast of America, until the end of October. A large force of 150 ships have sailed from America to France, guarded by three sail of the line, and six large frigates. One frigate, and a sloop, are left in the Chesapeak to block up the Dædalus, a British frigate, which has been kept in port these last five months by superior force. The Blanche, I trust, will be ready for sea in a few days, and I mean without a moment's delay to proceed to her relief.

The public papers, and the different letters I have written, will inform you of the singular success of our arms in the West Indies. The value and importance of these islands are great indeed: and the unanimity in the service, and the activity and vigour with which the campaign was carried on, I think will be found to be without example. As a party concerned, I should not say too much; but time will discover the merit and talents of the different Commanders in Chief, and the service they have so essentially rendered to their country. The exertions in the execution of the different operations, were a continued competition; and each officer and man, in the Army and Navy, were zealous to excel the other: the sailors became good soldiers. Among others it fell to my lot, to serve alternately on board, and on shore, but chiefly the latter; and although I had but a small share in the business, yet the escapes I have had have been great.

In a former letter I related to you my receiving a shot in a cartouch box, that was buckled round the centre of my body: since which, I commanded a detachment of seamen at the storming the strong fort of Fleur d'Epée, at Guadaloupe; and which was thought impracticable to be taken by assault. The grenadiers, light infantry, and seamen, were sent on this service. The side of the mountain which the seamen had to get up, was almost perpendicular, and defended by nature and art.—All difficulties were overcome: but by the time we got upon the ramparts, we were so blown, and our strength so exhausted, that the strongest amongst us were unmanned. I was attacked by two Frenchmen, one of whom made a thrust at me with his bayonet, which went through the arm of my coat without wounding me; and the other made a blow at me, which I parried, and he eluded mine in return: but immediately sprung upon me, clasping his arms round my neck, and fixing his teeth in the breast of my shirt, wrenched the sword out of my hand, and tripped me up; falling with great violence upon the ground, with this French officer upon me. In this

situation two of my own seamen flew to my relief, and saved my life; and at a moment, when the man upon me had his hand lifted up to stab me. An escape so providential, and an event so critical, calls for my warmest thanks to the Almighty. The conquest of this fort determined the fate of Guadaloupe: the troops who had intended before to make a vigorous opposition, now ran before us; and we had little to do afterwards but to march through the island: a march indeed of great severity in a climate so unhealthy. Thus ended the conquest of the French West Indies, before the rainy season had set in, which alone might have frustrated all our hopes.

During his continuance on this station, Captain Faulknor received a letter from Prince Edward; who with the wonted humanity of his illustrious house, was anxious to ameliorate the situation of some prisoners, whom the chance of war had brought under the mild subjection of the British flag:

DEAR FAULKNOR, *Halifax, July* 15, 1794.

HAVING passed so pleasant a day as we did yesterday on board of your frigate; it would give me inexpressible satisfaction, if, at my intercession, you would be good enough to complete the compliment you have paid me, by releasing every prisoner of every description, from their arrest, who may at present chance to be confined on board of the Blanche. I have received so many marks of friendship and regard from you, that I am confident you will not look upon this application from me as an intrusion...... ....I now subscribe myself with the most sincere regard,

Your devoted friend, and hearty well wisher,

EDWARD,

Major-General, &c.

On leaving Halifax, His Royal Highness requested Captain Faulknor to send an account of the subsequent proceedings of the Army and Navy in the West Indies. The following is extracted from the fragment of a letter found amongst his papers; and will throw additional light on the history of a campaign, which has hitherto been very * imperfectly given to the public.

* We have also a M.S. in our possession, drawn up by an officer who was present, which will be inserted in this Volume.

SIR,

IN obedience to the commands of your Royal Highness, I embrace the earliest occasion of transmitting, as well as I have had the power to collect, the several events which have occurred since your Royal Highness left the West Indies.

The uncertain situation of a cruising frigate, and my being dispatched a few hours after the Blanche's arrival to protect the north side of Guadaloupe, afforded me but little opportunity to make inquiry; and enables me still less to give a regular account, when such innumerable changes have arisen in so short a space of time. In reciting the unpleasing aspect of our affairs at this island, it will be impossible to prevent mentioning many painful circumstances: but when I contemplate the situation of this country in April last, where your Royal Highness had shone with such distinguished bravery and merit, and at the head of troops worthy of being thus led and inspired by the leader; what a sad reverse, now to behold the havoc of mortality, and the fruits of one unfortunate military error, which happened at Point à Petre, soon after the reinforcement had landed from France. That I may not, however, have reference to this out of its place, I will return to the period of my leaving Halifax, from whence I went in company with the Alarm to Boston; and being satisfied that the Concorde and Perdrix had not sailed, pursued my orders from Admiral Murray, and made all the expedition in my power to join Sir John Jervis. But owing to contrary winds and calms, did not arrive at Guadaloupe until the 20th of October; and found the Boyne and Terpsichore at Basse Terre, the latter having joined the Admiral a short time before. The Alarm arrived two days after us, having parted company with the Blanche in the course of the passsage.

I found the Admiral in good health and spirits- - - - - - - - - - - - -

- -
The Admiral had frequently written to America for the different frigates to return: but as he always put his signature at the corner of the letters, it was enough for the friendship and sagacity of the Americans; and if they were not opened, they were at least never allowed to be delivered. The Terpsichore got some intimation of this treachery, when she went into port; - - - - - - - -and the other ships will soon be here. A short time previous to the Blanche's arrival, our reduced camp near Petit Bourg, was obliged to capitulate, after sustaining many attacks from the enemy: the terms of this capitulation were such, I believe, as are usually given, except for the Royalists, for whom no proposition, or alternative could be obtained, or even listened to.

I pretend not to comment on these events: but I never understood that it was possible to extricate the small force Colonel ——— had with him, from the superiority of numbers, the advantage of situation, and the constitutional strength of the inhabitants and blacks, who are now become free, and armed throughout the island. The new French citizens have all the enthusiasm of freedom: and as if vindictive cruelty, and savage ferocity, were the consequence of a change of situation; these unhappy Royalists, of whom I have before spoken, when they were delivered up, experienced the most studied barbarity; being thrust into a ditch, and murdered in cold blood! Some were shot at; others staked; and the rest mangled in triumph, and unfeeling horror. Here the guillotine would have been an instrument of mercy. Colonel Paterson, and some few artillery, and seamen, were annexed to the army that surrendered. Our misfortunes in this island seem to have originated at the unfortunate attack of Point a Petre....

------------------On that occasion we had plenty of troops, and had possession of every strong post to have driven the enemy from the town, and to have recovered the Fleur d'Epée, almost without loss. But no fixed plan being given out for the attack, the successful fire, and well laid ambush of the French, which by an encouragement to advance, ensured a repulse; and poor James being wounded, none knew the direct point for which the movement was intended: confusion and carnage ensued, and the bugle sounded in vain.

At that season of the year, and thus situated, your Royal Highness must know the impossibility of another effort; and I conclude, in proportion as our abilities became enfeebled, the spirits of the enemy became elated: which, together with the mortality occasioned by the climate, and the depression mostly accompanying defeat, have produced the consequences I have already stated in the recent surrender of our camp in the vicinity of Petit Bourg; and left us no other possession on Guadaloupe, than the fort at Basse Terre, (Fort Matilda,) commanded by General Prescott, with a garrison of about 400 men; the Palmiste being entirely destroyed, and the guns and mortars burst, and rendered useless. The enemy opened their first battery of two guns, and a mortar from Morne Howel, the day after the Blanche's arrival, and others were constructing on the hill which so immediately commands it..................

On the 10th of December, 1794, Fort Matilda, in conse-

quence of the reinforcements which the enemy had received, was compelled to surrender to the republican arms.

In a letter, dated December 31, 1794, Captain Faulknor informs Admiral Caldwell, that he had chased an armed schooner on shore, laden with gunpowder, near Fort Louis, Guadaloupe, which he afterwards got off, and sent to St. John's, Antigua. He also, the day before, chased a national corvette, commanded by a Lieutenant de Vaisseaux, into the bay of Deseada, where she anchored close under a battery, and a long range of musketry on the shore. From the annoyance which such vessels rendered the trade, he thought it expedient to anchor, to silence the battery, and bring the schooner out; which his bravery accomplished. The Blanche suffered a little in her hull, masts, and rigging. A Midshipman and one man were killed, and five wounded. The enemy, both in the battery and on board the schooner, suffered considerably.

We now come to the glorious, but melancholy termination of our Hero's career; in the desperate engagement of five hours, which took place off Point à Petre, on January the 5th, 1795, between the Blanche, of 32 guns, who had two Master's Mates, and twelve men, away in prizes; and la Pique frigate, of 38 guns*, with a number of brass swivels on her gunwale. The following is a copy of one of the journals:—

January 4.—At day-light saw a frigate at anchor outside of the harbour of Point à Petre. At seven A.M. she got under weigh, and kept working under her top-sails, backing her mizen-top-sail at times to keep company with a schooner. We ran towards her until nearly within gun-shot of fort Fleur dEpée: then tacked, hove-to, and filled occasionally. Finding the French frigate not inclined to come out from the batteries, we made sail to board a schooner coming down along Grand Terre.

At eleven A.M. fired a gun, and brought her to; she proved an American from Bourdeaux; and appearing suspicious, detained the Master, and took her in tow. At this time the battery of Grozier fired two guns at us, and the frigate fired several, and

* *Force of la Pique.*—26 twelve-pounders; 8 nine ditto; 4 thirty-two ditto, brass carronades.—Complement, beginning of the action, upwards of 400 men.

hoisted her colours. None of the shot reached us. Finding her still not inclined to come out, we made sail towards Marigalante, under topsails and courses.

Monday, at four P.M. we tacked and hove-to; took out the American crew, and sent a petty officer and men into her. Saw the frigate still under Grand Terre. At six P.M. wore ship, and stood towards Dominique, with the schooner in tow. At half-past eight, P.M. saw the frigate about two leagues astern, east of the schooner: tacked, and made sail.

At a quarter past twelve, A.M., passed under her lee on the starboard tack, she on the larboard tack, and exchanged broadsides. At half-past twelve, A.M., tacked and came up with her fast. When within musket shot, she wore with an intention to rake us; we wore at the same time, and engaged her nearly aboard.

At one A.M. put our helm a-starboard, and ran across her stern, and lashed her bowsprit to our capstern: kept firing our quarter-deck guns, and other guns that would bear into her, and musketry; which she returned from her tops, and from her quarter-deck guns, run in amid ship fore and aft: at this time our main and mizen-masts went overboard; and they attempted to board us, but were repulsed.

At a quarter past two, A.M., she dropped astern: at this time Captain Faulknor fell! We got a hawser up, and made her well fast, with her bowsprit abreast of our starboard quarter. The marines keeping a constant fire of musketry into her. Finding the carpenters could not make the ports large enough, we blew out as much of the upper transom beam as would admit the two aftermost guns on the main-deck to be run out, and fired into her bows.

At two A.M. all her masts were shot away. In this situation we towed her before the wind, engaging till a quarter past five, when she called out—That *she had struck!*—The second Lieutenant and ten men then swam on board, and took possession of la Pique. They had 76 killed, 110 wounded, and thirty lost, with the masts. Our loss, including our gallant Captain Faulknor, was 8 killed, and 21 wounded. They came out on purpose to fight us.

Captain Faulknor was shot through the heart by a Frenchman, from the bowsprit of la Pique; having previously lashed* the bowsprit of la Pique to the capstern with his own

* Mr. Adolphus, in his History of France, (Vol. II, Chap. 16,) says,—That "Captain Faulknor fell in the act of lashing a second time the bowsprit of la

hands.—Mr. Watkins, first Lieutenant, gallantly fought the ship after Captain Faulknor was killed; Mr. David Milne* was second Lieutenant.

The following letters on service, from Vice-Admiral Caldwell, and Lieutenant Watkins, contain a merited tribute to the hero who fell, also some further account of the action:—

Extract of a Letter from Vice-Admiral Caldwell, to Mr. Stephens, dated off Martinique, the 11th of Janury, 1795.

For the information of my Lords Commissioners of the Admiralty, I enclose two copies of letters received from Lieutenant Watkins, of the Blanche, with minutes of Mr. Milne, her second Lieutenant, who came to me express, giving an account of their taking the French frigate la Pique, of 38 guns, and 360 men, after an action of five hours, as brilliant and decided as ever happened; nor can too much praise and commendation be given to all the officers and ship's company. Their Lordships will see by the minutes, the judicious manner in which the Blanche laid the enemy on board, and twice lashed her bowsprit to the Blanche's capstern; and when the former's main and mizen-masts fell, she payed off before the wind and towed the enemy; when the stern posts not being large enough, they blew the upper transom beam away, to admit the guns to run out, and fired into her bows for three hours. The marines under Lieutenant Richardson keeping so well directed and constant a fire, that not a man could appear upon her forecastle until she struck, when the second Lieutenant and ten men swam on board, and took possession of her. Captain Faulknor was unfortunately killed after two hours' action, by which His Majesty has lost an officer as truly meritorious as the Navy of England ever had.

P. S. It appears by a recent account, there were many more than 360 men on board la Pique; 174 are brought here; 110 wounded, and landed at the Saints; 76 found dead on board when she was taken possession of. It is probable some were thrown overboard during the action, and it is known numbers fell with her three masts, and were drowned.

Pique to the capstern of his own ship."—See also Rose's Naval History, and Willyams' Account of the Campaign in the West Indies.

* This officer was promoted to the rank of Post Captain, and commanded la Pique, when she was lost on the coast of France, after an action with the Seine frigate. Her crew were saved; and Captain Milne was appointed to the Seine, in 1798. He at present commands the sea fencibles at Leith.

Copy of a Letter from Lieutenant Frederick Watkins, first Lieutenant of His Majesty's Ship Blanche, to Vice-Admiral Caldwell, dated Isle de Saints, January 5, 1795.

SIR,

I take the earliest opportunity of informing you of my arrival here, in His Majesty's ship Blanche, with la Pique, a frigate of 38 guns, belonging to the National Convention of France; which Captain Faulknor brought to action at a quarter past twelve A.M., Marigalante bearing east, half south, three miles.

It is with the utmost regret I have to inform you, that he fell in the action. In him His Majesty lost a brave and gallant officer, which I most sincerely lament, as must every one who knew his merit. I cannot sufficiently express my thanks to Lieutenants Milne and Prickett; also the other officers and ship's company, for their cool determined bravery on the occasion: and I am happy to add, she struck her colours at a quarter past five A.M.

From the best information I have been able to obtain, the enemy had 360 men on board when we brought her to action; and I have great reason to suppose her loss to be about 76 killed, and 110 wounded.

Enclosed I have the honour of sending you the return of the killed and wounded on board His Majesty's ship Blanche.

I have the honour to be, &c.

Killed.

Captain Robert Faulknor; Mr. William Bolton, Midshipman; five seamen and one private marine.

Wounded.

Mr. Charles Herbert, Midshipman; Isaac Hutchinson, Quarter Master; Philip Griffiths, ditto; William Fletcher, Armourer; George Dice, Serjeant of Marines; twelve seamen, and four private marines.

Copy of a second Letter from Lieutenant Watkins, to Vice-Admiral Caldwell, dated Isle de Saints, January 6, 1795.

SIR,

The officer who delivers this to you is Lieutenant David Milne, second of His Majesty's ship Blanche. I think it my duty to inform you, that his conduct during the action with la Pique, is deserving every attention you can pay him. From him you will learn all the particulars you may be desirous of knowing respecting the action. I have the honour to be, Sir, &c.

FRED. WATKINS.

The death of this gallant officer made a considerable impression on the public mind, and the gallantry of this action was long the theme of his country's praise. On the sixth of May, an Interlude, called "*The Death of Captain Faulknor*," was performed at Covent Garden Theatre. It also was selected by an eminent artist, as a subject well adapted to his genius; and the efforts of his pencil were worthy of this glorious event. But the sense which the nation at large entertained of the professional renown of this excellent officer, is best ascertained by the debate in the House of Commons, which took place on Tuesday, April 4, respecting the public monument which was then voted.

General *Smith* took the lead on that occasion, and in a manner which did honour to his character:

I have risen, Mr. Speaker, to address this House on a subject, which cannot fail to interest the feelings of every member who has a spark of gratitude or sensibility in his breast. I am to move for a testimony of the sense, which this House must entertain of the gallantry of the brave Captain Faulknor, who perished fighting for his country, with an enthusiastic valour that called forth all the feelings of Englishmen. Three months, Sir, cannot have effaced from the minds of Gentlemen in this House, the recollection of an action of unprecedented bravery; which, though it commanded the applause and admiration of the most distinguished Commanders, formed only one of those gallant exploits, which marked the conduct of Captain Faulknor. [The General here read the printed comments of Captain Faulknor's Admiral upon his conduct in the West Indies, when sent to attack a battery, and detailed the particulars of that glorious action.] He then proceeded nearly as follows:

In my opinion, Sir, Captains of ships deserve more praise for any particular detached action with the enemy, than those Captains who are serving in a fleet, and only obey the orders and signals of their superior officer: the former, Sir, must possess, not only the valour to execute, but also the wisdom to plan; and there are not wanting instances, where such particular and individual merit has been rewarded by this House. In the case of the gallant Captain Farmer, during last war, who perished on board the ship he had so nobly commanded, a provision was made for his family.

I shall therefore beg leave to move, that, "An humble Address be presented to His Majesty, praying, that His Majesty would be graciously pleased, to order a monument to be erected in the Collegiate Church of St. Peter, Westminster, to the memory of the late Captain Faulknor, who was killed on board the Blanche frigate, on the 5th of January, 1795, in an action with la Pique, a French frigate, which was then captured.

Mr. *Grey* seconded the motion with his usual zeal and regard for the British Navy. I am happy, Sir, in being able to add, to what has already been delivered by my Honourable Friend, testimony from the best authority, that the whole of the late Captain Faulknor's conduct during the war, was marked by a series of gallant actions. When Captain Browne was baffled in his attempt to storm the battery, by either the ignorance, or the treachery of his Pilot; Captain Faulknor, though his Pilot was killed, and himself wounded by grape shot, executed an enterprize, which stands as eminently marked for conduct, and for valour, as any in the annals of the British Navy. At Guadaloupe his services will never be forgotten; and in the last act of his life, he fought, Sir, with the most distinguished bravery—his fall was covered with glory.

Mr. *Windham* was sorry that the Honourable Gentleman had made the motion, or had grounded it on those gallant actions, which he himself admired as much as any man: but whilst he acknowledged the glorious actions of Captain Faulknor, he must oppose the present motion, as it was unauthorized by precedent, and contrary to an existing rule in the usages of that House. After entering at some length on the subject of this rule, he moved, that the order of the day be read.

Mr. *Fox* then got up.—Mr. Speaker, The present motion was founded upon grounds the most honourable and just; an enumeration of as glorious actions as ever distinguished the life of man: and this has been answered, by a long story of a rule. I know, Sir, of no such rule!—I have heard of no such rule!—There is no such rule! On the contrary, it has been the invariable rule of this House, to express its approbation of great and gallant actions. The Right Honourable Secretary has also said, that there existed no precedent to authorize the purport of the Address, and that honours, Sir, were diminished, by being too lavishly bestowed. Does he then think that the illustrious heroes of England, to whom monuments are erected, would be disgraced by an association with the gallant Faulknor? No! No! Brave spirits are con-

genial. If the Right Hon. Gentleman wishes to rely upon precedent, let him produce one where such heroism has been stated to this House, without meeting with its thanks. He cannot: if he could, it would be a disgrace to this House; and would proclaim it destitute of feeling, of gratitude, of sensibility.

After some further observations from different members, among whom Sir William Pulteney supported the motion, and Mr. Windham proposed a Committee to inquire into precedents, Mr. Windham's original amendment was negatived: upon which he afterwards moved to adjourn the debate.

Mr. *Fox* then arose a second time.—Sir, in all the precedents of this House, no precedent exists of adjournment in such a case as this. This is the worst of all modes of settling the business. If we have no precedents to support the motion, let us, Sir, act from principle, and make a precedent. It can never be a bad one, to give reward and honour to such transcendent merit. Would this House go into a Committee, to determine what should be the warmth, and degree of feeling, which the country should express upon any particular action? This, Sir, would surely be disgraceful. Let the business stand upon its own merit; and if gentlemen think, that Captain Faulknor did not deserve a monument, let them deny it him at once; and not by such frigid conduct destroy all the merit resulting from the gift, if it shall be decreed.

Mr. *Courteney* severely condemned the special pleadings from precedent. It looked more like Westminster Hall, than the House of Commons. He suspected, that the Secretary of State was absent, purposely to give the Honourable Gentleman the whole honour of opposing the motion.

After some observations from Mr. Vansittart and Mr. Lechmere, who both supported the motion, the House divided

For the Original Question	29
For the Adjournment....	25
Majority	4

To attempt any further delineation of the character of Captain Faulknor would be superfluous; unless we add, that his character in private life, was equal to the splendour of his professional merit. The tenderness of an affectionate son, and relative, was founded on the basis of christianity, whence proceeded a sensibility, which, like his valour, knew no abatement.

His monument, placed in St. Paul's, has been lately finished, by Rossi, except the Inscription. The following is therefore offered by his biographer *:

THIS MONUMENT

WAS VOTED BY HIS COUNTRY

TO CAPTAIN ROBERT FAULKNOR

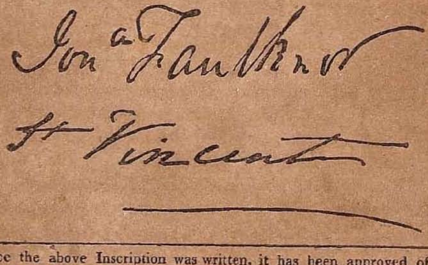
COMMANDER OF HIS MAJESTY'S SHIP BLANCHE

Whose Ancestors had without cessation
Served with glory in the British Navy
For nearly two Centuries
And
Who himself fell on the 5th of January 1795
When engaging la Pique
Of superior Force
Which was afterwards captured by the Blanche.

*** The sword worn by Captain Faulknor when he fell, has been given by his sister to the son of the present Admiral Jonathan Faulknor, who is just commencing his career in the British Navy.

Macte nova virtute Puer.

A daughter of Admiral Jonathan, who died suddenly, and of whose signature a fac simile is subjoined, married Captain Browell, of the Royal Navy, now residing in Greenwich Hospital.



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* Since the above Inscription was written, it has been approved of by the family, and Lord Howick, and will therefore appear on the monument.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

LORD NELSON'S WILL.

THE following Codicil to the Will of this illustrious Hero, which was not proved till the 4th of July, may be received as additional evidence of that spirit of patriotism, and justice, by which his conduct was uniformly influenced.

CODICIL.

October the twenty-first, one thousand eight hundred and five, then in sight of the combined fleets of France and Spain, distant about ten miles.

WHEREAS the eminent services of Emma Hamilton, widow of the Right Honourable Sir William Hamilton, have been of the very greatest service to our King and Country, to my knowledge, without her receiving any reward from either our King or Country: first, that she obtained the King of Spain's letter in 1796, to his brother, the King of Naples, acquainting him of his intention to declare war against England; from which letter the Ministry sent out orders to then Sir John Jervis, to strike a stroke, if opportunity offered, against either the arsenals of Spain or her fleets: that neither of these was done is not the fault of Lady Hamilton; the opportunity might have been offered. Secondly, the British fleet under my command *could never have returned the second time to Egypt*, had not Lady Hamilton's influence with the Queen of Naples caused letters to be wrote to the Governor of Syracuse, that he was to encourage the fleet being supplied with every thing, should they put into any port in Sicily; we put into Syracuse, and received every supply; went to Egypt, and *destroyed the French fleet!*—Could I have rewarded these services, I would not now call upon my country; but as that has not been in my power, I leave Emma Lady Hamilton, therefore, *a legacy to my King and Country*, that they will give her an ample provision to maintain her rank in life. I also leave to the beneficence of my country, my adopted daughter Horatia Nelson Thompson, and I desire she will use in future the name of Nelson only; *these are the only favours I ask of my King and Country at this moment, when I am going to fight their battle.* May God bless my King and Country, and

all those I hold dear; my relations it is needless to mention; they will, of course, be amply provided for.

NELSON AND BRONTE.

Witnesses, { Henry Blackwood,
T. M. Hardy.

HEROIC ACHIEVEMENT OF THREE SCILLY PILOTS.

On the 31st of August, 1794, a most daring and brave attempt was made, with success, by a boat, and with only three men, who went to sea from St. Mary's, Scilly, in quest of ships, as Pilots. At two leagues' distance from the land they spoke a brig, which on the 29th had been captured by three French frigates, about twenty leagues to the westward. She was in the possession of seven Frenchmen, five of whom were remarkably stout men; there had been left on board one English sailor and a boy, the former of whom, on a swivel being pointed at the boat, called to them that they had neither powder nor arms, and desired them to jump on board, which they had no sooner done, than a conflict ensued with such weapons as could be most readily obtained; at one time the conflict was so desperate, that they had nearly overcome the Scilly men; however, at length the Frenchmen were subdued, and the vessel, on the 31st of September, was carried into St. Helen's Pool. She proved to be the brig Beckford, belonging to Great Yarmouth, from Sopha Bay, on the Barbary coast, laden with salt-petre and hides.

CAPTAIN WHITBY.

THE following anecdote ought to be considered as proof, that Captain Whitby, of the Leander, is entitled to the thanks of the American nation, instead of having had a reward offered for his apprehension, for exercising the British right of searching neutrals:

When this gentleman commanded la Desirée frigate, at St. Domingo, Dessalines, the black chief, either from information or suspicion that an American Master of a vessel had smuggled off some French whites, to prevent their falling into his hands, ordered the said Master to be hanged on the wharf in his presence. Captain Whitby, shocked at so horrid a proceeding, with that genuine humanity, and determined resolution, so peculiar to a Briton, sent a boat, manned and armed, to the rescue of the ill-fated American. Fortunately the knot slipped, and he was suspended by the chin.

A musket was fired to clear the way, the ball of which passed near Dessalines: the boat's crew landed, took down the victim, who soon recovered, and restored him to his ship. Dessalines, instead of resenting this, suffered Captain Whitby to be at all times on shore unmolested, and paid him marked attention.

HEROIC CONDUCT OF AN ENGLISH LADY.

The following gallant exploit, in which an English lady bore a distinguished part, is highly worthy of notice:—

The ship Betsey, bound to London from Jamaica, having parted company with the convoy in the gulf of Florida, on the 20th of July, 1794, when off the Lizard, fell in with and was captured by a squadron of French frigates. The Master and crew (excepting the mate, cook, carpenter, a boy, and Mrs. Williams, a passenger) were taken out of the Betsey; and a Lieutenant and thirteen Frenchmen put on board to take charge of the prize.

On the 23d in the evening, the ship being driven by a heavy gale of wind in sight of Guernsey, a plot was laid for securing the Frenchmen, and to retake the ship. On the Mate suggesting it to Mrs. Williams, she instantly fainted, sensible, it is presumed, that if the same failed, every soul would be put to death. Recovering in a short time her composure, she went to the Mate, and, with heroism unparallelled, actually engaged to assist in the execution of the project. At eleven o'clock at night, when the Lieutenant was asleep in his berth, and others of the French were between decks in the fore part of the ship, the signal was given, and Mrs. Williams kept her resolution, by locking the Lieutenant's door, and standing with her back against it to prevent its being forced; in the meanwhile the Frenchmen on deck were thrust down the hatchway by the three men, and threatened with death if they made the least attempt to get up. Providence favouring their efforts, with a fine breeze to the S.W., they reached Cowes Road at two o'clock in the morning of the 25th. When a boat went on board, they found Mrs. Williams in the same position, with a pistol in her hand.

MUTINY ON BOARD OF HIS MAJESTY'S SHIP DOMINICA; AND SUBSEQUENT ATTEMPT ON THE ISLAND OF DOMINICA.

ACCOUNTS from the West Indies relate the unpleasant circumstance of the crew of His Majesty's ship Dominica having

mutinied, and carried her into Guadaloupe. In consequence of this event, the French General Ernouf immediately fitted her and another vessel out, and sent them on an expedition against Dominica. In this expedition a French General, second in command, volunteered, who had recently, as a spy, visited every creek round Dominica. The whole of this expedition has fallen into our hands.

The following is General Dalrymple's official account of the affair :—

SIR, *Dominica, May 28, 1806.*

In addition to the information contained in the postscript of my letter of the 25th inst., respecting the mutiny of the crew of the Dominica sloop, and of the projected attack from Guadaloupe upon the shipping in Roseau Bay, I have the pleasure to state, for the information of the Commander of the forces, that the capture of the assailants has proved of more consequence, in a public point of view, than was at first imagined; insomuch as the information obtained thereby seems to develope a plan of a meditated attack upon this colony, at some future period; and the local situation of it, and the rank of one of the officers employed, seems to countenance the idea.

At the time of the mutiny, the island was left without the immediate protection of any of our cruisers, and many very valuable sugar ships were moored in the Bay, and from the speedy reappearance of the Dominica, not a doubt remained in my mind of the mutineers having advised, and of their being assisted in, the attempt upon them; and the idea of this piece of complicated villainy and baseness, so repugnant to the sentiments of a British seaman, naturally excited feelings of indignation in every breast, and called for the exertion of means, calculated to frustrate the attempt, and to get possession, if possible, of the miscreants, by whose infamy it was devised, and who were supposed to be aiding in its execution.

Being informed that the packet was one of the fastest sailers in the service, and that her Commander was an enterprizing and zealous man, and very desirous to afford any assistance; but learning also, that he had only a crew of 22 men, including boys, and perceiving likewise the enemy's vessels to be crowded with men, and surrounded by boats, I judged it advisable to reinforce her with troops; and from the unusual circumstances of the case, and successful result, without the smallest loss of blood, I trust

my measures will meet the concurrence of the Commander of the forces. And here I consider it but justice to the prompt, determined, and soldier-like conduct of the officers and men employed, to state, that they were principally instrumental in contributing to the success of the enterprize. On board of the packet were 26 men of the 46th, and 13 of the 3d West India Regiment, under the command of Lieutenant Wallis, of the former corps.

She had the good luck to be the only vessel which had the heels of the enemy's schooner; she consequently brought her to action, and after an engagement of three quarters of an hour, within musket and pistol shot, succeeded in capturing her. The packet too, from her superiority of sailing, and judicious manœuvres, obliged the Dominica to alter her course, by which she was thrown into the way of one of our sloops of war, and was consequently taken. The zeal and disinterestedness of her Commander is highly commendable, as from his instructions, he had a good deal to risk.

Much praise is due to Lieutenant Wallis, of the 46th regiment, who commanded the troops, and his inspiring example, and judicious arrangement, in covering his men from the enemy's sharp-shooters, are highly respectable to him. His example was imitated by Lieutenant Foster, of the same regiment, and the *esprit de corps* of the 46th regiment was conspicuous in every individual of it engaged.

I beg leave likewise to mention the zeal of a very young gentleman, Lieutenant Hamilton, of the 46th, who, though very much indisposed, insisted upon taking his tour of duty, and succeeded, with 12 men and a serjeant of the same corps, in two merchantmen's boats, in retaking a colonial sloop, though several leagues at sea.

I have been thus minute in detailing the circumstances of this little exploit, from the novelty of its nature, and from the satisfaction I feel in stating, that not a single man employed has sustained the smallest injury, and which I ascribe to the uniform discipline displayed by the detachment of the 46th regiment, and also from the steady conduct of the party of the light company of the 3d West India regiment.

I have the honour to be, &c.

S. DALRYMPLE,
Major-General.

Lieutenant-Colonel Humber, D.H. General.

ROYAL SOVEREIGN YACHT.

ON the first page of our thirteenth Volume we gave an Engraving, by Nesbit, of the Royal Sovereign Yacht, since which a Correspondent has favoured us with an account of her dimensions, &c. as under:

Length of Gun-deck.		Keel for Tonnage.		Breadth.		Depth.		Tons.
Feet	*In.*	*Feet*	*In.*	*Feet*	*In.*	*Feet*	*In.*	
96	0	80	5	25	6	10	6	278

		Feet	*In.*
Light draught of water	Afore	9	0
	Abaft	9	9

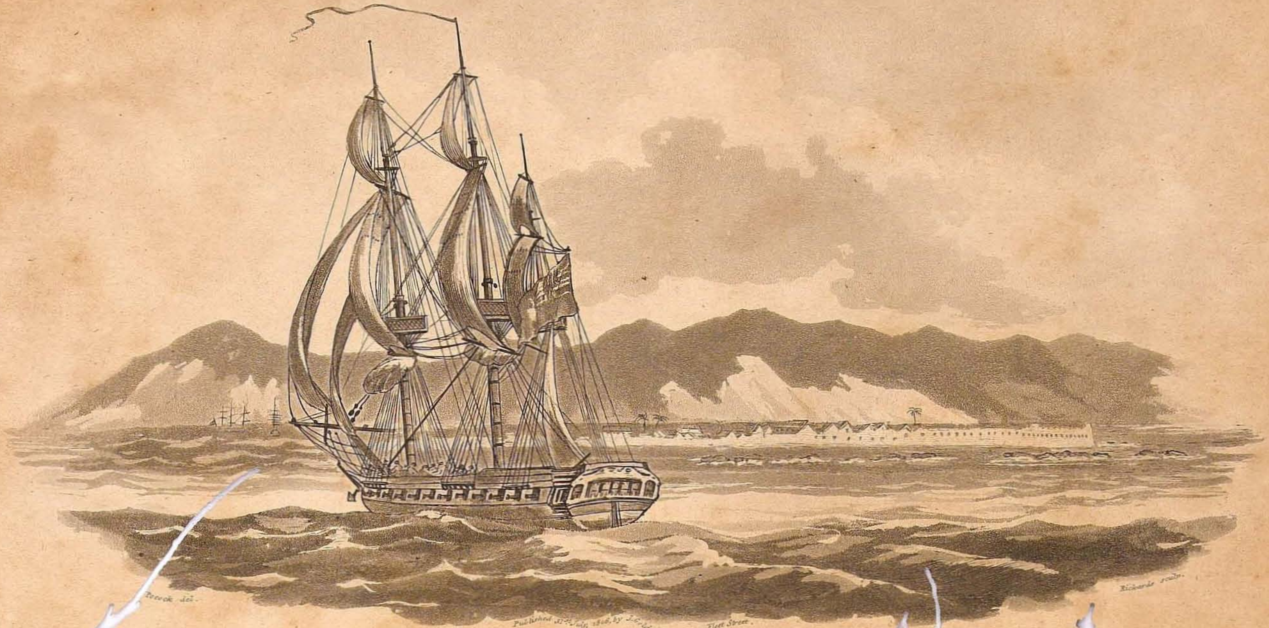
PLATE CCIX.

Engraved by RICKARDS, *from a Drawing by Mr.* POCOCK.

PORT ROYAL, in the Island of Jamaica, previous to the ninth of June, 1692, was one of the finest harbours in America. Above 1000 sail of ships could anchor in it with the greatest convenience and safety. Vessels of the greatest burden could lay their broadsides to the wharfs. After the dreadful earthquake in the above year, the town was rebuilt, and in ten years afterwards was destroyed by a terrible fire. It was then again rebuilt, and again destroyed in 1722 by a tremendous hurricane: after which the town was neglected, and the public buildings were established at Kingston across the bay. Port Royal afterwards suffered in 1744. The harbour still joins the bay at Kingston, and is very large and deep.

It is said that not less than 10,000 of our seamen, and 700 sail of ships, exclusive of coasting vessels, are employed in the trade of Jamaica. This island, in 1787, imported into Great Britain:—Sugar, 824,706 cwt. Rum, 1,890,540 gallons. Cotton, 1,899, 987lb. Coffee, 3,707cwt. Ginger, 3,554cwt. Sundries, 195,164*l.*, sterling value. Total value of all, 1,585,667*l.* In the year 1788, Jamaica imported into Great Britain:—Sugar, 1,124,017 cwt. Rum, 2,917,797 gallons. Cotton, 3,500,272lb. Coffee, 6,917 cwt. Ginger, 3,893 cwt. Sundries, 178,363*l.*, sterling value.—Total value of all, 2,141,284*l.*

In 1766, the ports of Kingston, Savanna-la-mar, Montego Bay, and Lucea, in Jamaica, were declared free ports; and were



Pocock del. Richards sculp.

Published 31st July, 1808, by J. Gold, 103, Shoe Lane, Fleet Street.

Port Royal, Jamacia.

declared perpetual in 1792; and in 1793 Port Antonio was added.

Jamaica was taken from the Spaniards in 1655, by the fleet under Vice-Admiral Penn; having been originally planted and settled in 1509, by Admiral James Columbus, son of the great Christopher. An excellent account of the West India Expedition, under Penn and Venables, is given by Burchet in his Naval History, (page 385.) Jamaica is about 150 miles in length, and 40 in breadth, and is situated about 4000 miles S.W. of England.

CORRESPONDENCE.

WE feel considerable pleasure in laying before the public the following proposal for nautical improvement. Its principles are too clearly expressed to render any comment on our part necessary: we present it to our readers in the precise state it reached our hands, recommending it to their most serious consideration, as being the project of an ingenious and a most intelligent man.

An Abstract Copy of a Letter to Lord ST. VINCENT, *dated the 21st of June*, 1803.

MY LORD,

YOUR Lordship's zeal for the service affords me conviction, that the communication of any useful nautical idea will be graciously received; therefore, with deference, I will submit to your Lordship's consideration, my thoughts on the subject of fitting and fixing the rigging on the masts of ships: for, my Lord, owing to the length of time the present mode has been in use, it appears to me, we are fettered by the shackles of prejudice, as centuries have passed away without alteration, consequently without improvement.

But as I am under the eye of a seaman, possessing the advantage of your Lordship's competency to judge of my ideas, I will endeavour to show, by a mode of my own, that the lower masts can be un-rigged, and rigged again, without even striking a top-gallant-mast, unless the weather obliges it to be done; and if so, when the top-masts and top-gallant-masts are struck, we have only to sheep-shank the breast and after backstays, then, with the stays and backstays set well fast, they will assist in securing the lower

masts; which at present to un-rigg and rigg again, requires a considerable time; but, by the mode I shall propose, it may be done in a short day; an important saving of time, &c.

In the present mode of rigging our masts, the stay is the last thing put on, but the first set up for service; therefore the collar of the stay girts, and confines the eyes, and the necks of the shrouds so much, that the endeavours of the seamen cannot draw them down before the shrouds are obliged to be catharpinged in; but, after the ship is at sea, and the stay collar has worked and stretched a little, then the eyes of the shrouds gradually settle into their places; but though the shroud may be pretty fast from the catharpings down to the dead eyes, yet their necks will be as slack as water; and in which state I have seen in the rolling of the ship, that great strain, which must ever be on the catharpings, also on the pullock shrouds, when the necks of the lower shrouds are slack; for the mast head is then only supported by the two foremast shrouds on each side, un-catharpinged, and by the swifters, which cannot possibly prevent the masts working and jerking in the steps, the pullock plates straining and cracking in the top-rimms, and even the tops slewing some inches, which endangered the masts going over the side; nor can these effects be prevented, until the catharping legs are cast off, and a good pull taken at the rigging, to draw down the necks of the shrouds, and give support to the mast-head, which shows the stays should lay under all.

Therefore, when a ship begins to fit for sea, let the caps and tops be put on; and after the bolsters are fixed, let the runner pendants and jeer blocks be lashed on the mast-head; but, instead of the stay being sent on board, reeved through an eye at the end of it, and stopt by a mouse raised on the standing part, to form a stay collar; that end of the stay should be spliced into the standing part, strand, half-strand, and quarter-strand, then sewed over; and let what would have been the crown of the collar be cut through, and a snug eye spliced into each of the cut parts, which are to be passed without the trussel trees, round the mast-head, and seized on to the after part of the mast-head to form a collar, which should lay under the shrouds.

The shrouds are also sent on board, with an eye formed by a seizin near the bight of the rope, which constitutes a pair of shrouds, to go over the mast-head; but let the crown of that eye be also cut through, and the seizin will then stop together two single shrouds, which, having eyes spliced into the cut parts, must be laid close round the mast-head, and seized together, on the

opposite side to where the shrouds are to lead down, and will then form so snug a shroud's eye, that could neither be put over, or, when over, taken off the mast-head, after it is seized on; but, as it will be seized down exactly in its place, we can never have slack rigging, from the eyes of the shrouds drawing down.

And as it is impossible to form, round a square piece of timber, so complete a shroud's eye, as about a round piece of timber, let the squares of the mast-head be rounded off in the wakes of the shroud's eyes, which cannot weaken the mast-head; then, by putting on a thin coat of greasy parlin, we shall over that coat form a snug, close, and complete eye to every pair of shrouds: and having now the conveniency of the tops to sit upon, the rigging aloft will be done with, long before the dead eyes are turned in below, and ready to set fort the rigging.

It must therefore be obvious to your Lordship, that, by my mode of fitting, and of placing, the rigging on the masts of shipping is not only equally secure, but snugger, than by the old mode. Should a ship come into port to refit after an action, and that every other lower shroud, on both sides, should have been shot away, for what can be may be, but no other material injury sustained, we shall then want only one new, or half-worn shroud in every pair, to repair our damages, instead of a whole gang of new rigging. Conceive, my Lord, the expense here saved!

For, by the present mode of fitting and placing the rigging over the mast-heads, if by accident one shroud has been rendered unserviceable, the pair is condemned; but, if all the lower shrouds are to be shifted, then the ship must go into harbour, for the conveniency of having a bulk alongside to receive the lumber, as the tops and caps must come off to ship the masts, which is generally the work of some days, or perhaps weeks; but

By my mode of fitting and placing the rigging, we shall neither have occasion to go into the harbour, or for a bulk to receive lumber, as we occasion none in repairing our damages; for, without going from the roadstead, we have only to steady our lower masts by the stays and the runners and tackles; and the top-masts and top-gallant-masts by the breast and after backstays, which will also succour the lower masts; then to cast off the rigging, pair, and seize on again the serviceable shrouds, and to set them up, whilst the supplied rigging is bringing from the rigging loft; and should there fortunately be rigging fitted for our purpose, the ship may possibly be refitted, and at sea again the same day; but to a certainty, by my mode of fitting the rigging, many shrouds would

again be brought into use, which otherwise would suffer condemnation, for the defects of their neighbour, and be sold together as cast rope; a practice very injurious to the public, as encouraging an amazing species of peculation.

I will now, my Lord, beg leave to offer an opinion, which should be substantiated were I favoured with an opportunity of doing it; for, maugre all usaged prejudices, I never can approve of catharpinged shrouds; by which, that first principle of safety, the security of the masts, is so much weakened; for the catharpings draw in the necks of the shrouds, and form so acute an angle with the mast-head, which leaves it very ill supported; therefore, as the yards can be made to brace up, without catharpinging the shrouds, we shall be better without them; the masts will be better supported, and when a pull is taken of the rigging at sea, it will be a serviceable and good pull; then, with a sound mast well succoured, the force of wind on canvas cannot dismast a ship.

But the principal difficulty in bracing up the yards is, the resistance of the two foremast shrouds on each side, not from their being un-catharpinged, but from the chains being generally fixed too far forward; therefore, let the two foremast shrouds on each side be fitted with short runners and tackles, as the top-mast breast backstays are fitted, and to be overhauled, or set up, in the same manner, either in stays, or upon a weather lurch; but, even if sailing upon a wind, were the two foremast shrouds not to be set up, and the others also un-catharpinged, but tort their whole length, and forming a more obtuse angle with the mast-head, it would be better supported, though with two shrouds less, than by the whole shrouds catharpinged, particularly with slack necks.

Or, should it be supposed, that a ship of great beam must spread the shrouds so much, that they will form so obtuse an angle with the mast-head, when un-catharpinged, that the yards cannot possibly be braced up; I will show the contrary; and also, that with un-catharpinged shrouds, in setting up the topmast rigging, the lower shrouds shall not be drawn off into a small bight or elbow, but which must be the case, if not specially prevented: therefore

To keep the lower shrouds perfectly straight, and in their places, I will use a crow's foot of stout rope, with just as many legs as there are puttock shrouds, and seized on to the puttock staff in the wake of those shrouds; then the lanyard of the enfrow led down, in a straight line with the puttock shroud, to the mast, will show where a collar must be fixed round the mast; and on each after

quarter of that collar, a double block must be seized on; and the eufrow having a substantial blunt point, to admit the insertion of a shiver, its lanyard will be a fall to reeve in the double block, on the after quarter of the collar, and the shiver in the eufrow, for a luff tackle purchase to bowse tort the crow's foot, before the top-mast shrouds are set up; thus by counter-acting what would be the effect in setting up the top-mast rigging, the lower shrouds will be kept perfectly strait and in their places, and the crows feet will display such a show of rigging below the tops, which will not only be very ornamental, but may prevent fatal effects, from falling accidents out of the tops.

Admitting however an extreme breadth of beam to spread the un-catharpinged shrouds as much as may be apprehended, and really to prevent the yards bearing up freely; still we have a remedy, by a pull on the lee eufrow tackle, to catharping in the lee shrouds; and as a direct proof of the opinion I have offered, the preventer shrouds are never catharpinged, though forming the greatest possible shroud angle with the mast-head; but they are led down, without the standing shrouds, to the middle of the chains: however, great would be the gratification, were I permitted to make the experiment, on the forfeiture of all pretensions to seamanship if I failed.

I have also to show, my Lord, that with un-catharpinged shrouds, were the masts to be lost, owing to slack rigging, it must be attributed to the want of attention, as the rigging can be well set up at all times, by only coming to the wind: for, when upon a wind, and blowing so strong that the masts are endangered from slack rigging, let there be cautiously measured off on each lanyard of the lee shrouds, as many inches as your judgment shall direct to be taken in of the lanyards, to set tort the shrouds; then rack and cast off the lanyards, and on each clap a luff tackle, and set them tort, then bear up three points, to keep the masts steadily pressing to leeward, and round well in the weather braces; then cut the rackings of the lanyards, and with a steady drawing, pull on the tackles altogether, gather in the lanyards to their marks, secure them, and wear ship to do the like on the other tack, then the rigging will have had a thorough and good setting up; but great judgment is required, and care to be taken, in measuring off the lanyards of the lee shrouds, lest the masts should be crippled by upsetting them, when you come on the other tack; therefore, with un-catharpinged shrouds, a serviceable and good pull may at all times be taken of the rigging with safety.

But in sailing upon a wind, we are generally too covetous to lay well up, and the yards are braced almost fore and aft, which only deadens the ship's way, swiggs her to leeward, and very often cripples the yards, which ought always to be well supported by the weather brace, and the lee brace set only hand tort.

The crow's feet, which I have proposed to be used for one particular purpose will, as I have shown, answer another very good purpose, and will also answer a third purpose, with a few leg stoppers on the standing backstays, instead of the cumbrous horizontal quarter-deck nettings, now in general use to catch, or intercept, falling rigging in time of action, but which causes a reduction of the mizen-stay-sail, that it may be set over the netting.

Were ships, my Lord, when going into action, to toggle the standing part of their braces, so near the brace pendant blocks, as just to admit of the yard bracing up, it would sometimes prevent the braces un-reeving, after being shot away, and possibly the enemy escaping; for the un-reeving of braces has often been the apology assigned to the public for the capture not being effected, after an avowal of every advantage having been obtained in fight.

I have the honour to be, my Lord,

Your Lordship's most obedient,

And very humble servant,

CHARLES C. CROOKE.

MR. EDITOR,

AS every thing relative to Russia is now particularly interesting, allow me to send you the following naval anecdote of their illustrious Czar Peter, which Mr. Carr has published in his "Northern Summer." S.

The house, or rather cottage, in which Peter the Great resided during the foundation of Petersburg, a city which is the growth of little more than a century, stands on the left of the Emmperor's bridge, in the road to the fortress. This little building, so sacred to the Russians, was covered over with a brick building of arcades by the late Empress, to protect and support it against the ravages of time. The rooms are three, all upon the ground floor, and very low: it was in this very cottage that a whimsical scene occurred whilst the fortress was building.

A Dutch skipper, hearing that Petersburg was building, and that the Emperor had a great passion for ships and commerce,

resolved to try his good fortune there; and accordingly arrived with the first merchant vessel that ever sailed upon Neva, and was the bearer of a letter of introduction to the Captain of the fort, from a friend of his in Holland, requesting him to use his interest to procure a freight for him.—Peter the Great was working like a common labourer, in the Admiralty, as the galliot passed, and saluted with two or three small guns. The Emperor was uncommonly delighted, and having been informed of the Dutchman's business, he resolved to have some frolic with him; and commanded the Port Captain to see the skipper as soon as he landed, and direct him to the Emperor, as a merchant just settled there, whom he intended to personate. The better to carry on the joke, Peter repaired to this cottage with his Empress, who, to humour the plan, dressed herself in a plain bourgeois habit, such as suited the wife of a merchant. The Dutchman was introduced to the Emperor, who received him with great kindness; and they sat and ate bread and cheese, and smoked together for some time: during which the Dutchman's eye examined the room, and began to think that no one who lived in so mean a place could be of any service to him. Presently the Empress entered, when the skipper addressed her, by observing, *that he had brought her a cheese, a much better one than she had ever tasted*: for which, affecting an awkward manner, she thanked him. Being much pleased with her appearance, he took from his coat a piece of linen, and begged her acceptance of it for shifts. *Oh*, exclaimed the Emperor, taking the pipe from his mouth, *Kate, you will be as fine and as proud as an Empress! there, you are a lucky woman, you never had such shifts as you will now have, in your life before.* This was followed by the stranger begging to have a kiss, which she coyly indulged him in.—At this moment Prince Menzikoff, the favourite and minister of Peter the Great, who represented him upon matters of state, entered with all his orders, and stood before the Emperor uncovered. The skipper began to stare with amazement, whilst Peter, by winking and making private signs, induced the Prince immediately to retire.

The astonished Dutchman said, *Why you appear to have great acquaintance here.* "Yes," replied Peter, "and so may you, if you stay here but ten days; there are plenty of such needy noblemen as the one you saw; they are always in debt, and very glad to borrow money of any one, and they have even found out me: but, Sir, beware of these fellows, resist their importunity, however flattering, and do not be dazzled by their stars and gar-

ters, and such trumpery." This explanatory advice put the stranger a little more at his ease, who drank and smoaked on very cheerfully, and made his bargain with the imperial merchant for a cargo. Just as he had settled this point to his wish, the officer of the guard, which had been changed, entered to receive his orders, and stood with profound respect uncovered, and before Peter could stop him, addressed him by the title of Imperial Majesty.

The Dutchman sprung from his chair, fell on his knees before the Emperor and Empress, and implored forgiveness for the liberties he had been taking. Peter enjoyed the scene; and laughing heartily, raised up the terrified suppliant, and made him kiss the Empress's hand, presented him with 1500 rubles, gave him a freight, and ordered that his vessel, as long as her timbers remained together, should be permitted to enter all the Russian ports free of duty. This privilege made the rapid fortune of the owner. A friend of mine frequently saw her, some years since, at Cronstadt.—On the right hand side of the cottage is a boat, built by the hands of Peter the Great. It resembles a large Thames wherry, and does honour to the skill of the princely boat-builder. As I sat in the carriage, waiting for my companions, I made a sketch of the house, boat, and droshka, and a group of Russians, and an American, who were there.

IMPORTANT INVENTION.

MR. EDITOR,

NOTWITHSTANDING the turbulence of the times, I am happy to find that the spirit of discovery and improvement has not abated. The perfection at which naval tactics and naval architecture have arrived, might induce us to believe, that little, if any thing more, could be attained; yet we see, almost every day, something new and important present itself. Whatever relates to our naval and mercantile concerns must be of moment; but where a great and essential object is attained, it is a national acquisition that may lead to unbounded advantage, and to which every encouragement is due. I have been informed on this head, that an ingenious gentleman, who has for many years back devoted his time and thoughts to the better preservation of His Majesty's ships and all trading vessels, their crews and merchandise; and is, I understand, the same who, some years ago, laid before Parliament an approved plan of ways and means for relieving ships in a

foundering state, preserving their cargoes, and alleviating the labours of the pump, and who has since that period promulged many other useful and important measures to the advantage of maritime concerns, amongst which is an ingenious invention for the *certain preservation* of His Majesty's ships and other vessels from that rapid decay to which they have been subject, and which, at the same time, *prevents rats* from finding an habitation on board, rendering caulking almost unnecessary, and the ship sweet, *dry* and *free from leakage* in the longest voyages; yet attended with no comparative expense, or any manner of inconvenience to the ship. This very important plan is at present pending under the consideration of the Right Honourable the Lords Commissioners of the Admiralty, and strongly recommended to their Lordships' attention, where, no doubt, under the auspices of the present Board, it will not be retarded, but meet with due encouragement and support, particularly at a moment when the object is, of all others, of the first consideration. R.

If, as the writer of the above communication asserts, the invention alluded to will *preserve ships* from decay; *prevent rats* from finding a habitation on board; *render caulking almost unnecessary*; and the ship *sweet, dry*, and *free from leakage*; it must be of the utmost national importance, and we have no doubt that the Board of Admiralty will give the inventor all due encouragement, and cause the necessary experiments to be made for the purpose of ascertaining whether the ingenious invention is deserving of their countenance.—*Editor*.

MR. EDITOR,

WE beg to send you the annexed letter, written by Captain R. Pettet, Commander of His Majesty's ship Termagant, in favour of Captain Broad's conduct during his voyage from Smyrna to London, in the distinguished assistance rendered by Captain Broad to the convoy under the charge of Captain Pettet. We trust you will deem this handsome testimony in Captain Broad's favour, worthy of a place in your NAVAL CHRONICLE.

We would observe, that Captain Broad regularly takes in

your publication, and if you could give it an early insertion in that most interesting and useful work, we should be much obliged to you. We are, &c.

W. & J. HORE.

6, Throgmorton Street, July 23, 1806.

(COPY.)

His Majesty's Sloop Termagant, Gibraltar, April 26, 1806.

GENTLEMEN,

HAVING received the greatest assistance from Captain William Broad, of the Phœnix, Smyrna ship, during my passage from that place to Malta, and from thence to Gibraltar; I consider it a duty I owe that gentleman to state to you the very great exertions he used during the whole of that passage, not only by answering and repeating promptly my signals, but by taking such vessels of the convoy in tow that at any time happened to be the sternmost: by which means I have been enabled to come up with and strengthen a convoy off Oran, under the command of Captain Bligh, of His Maj sty's sloop Plyades, from Malta to Gibraltar, which had left that place two days prior to the Termagant's arrival.

I have therefore taken this method of testifying my thanks to Captain Broad, being assured that it must meet your approbation.

I have the honour to be, &c.

ROBERT PETTET, Commander.

To the Respectful Company of Merchants, Lloyd's Coffee House, London.

MR. EDITOR,

IN your memoir of Lord Howe, (Vol. I,) you have given a short notice of the death of his Captain, F. Lushington, Esq., whose actions well deserve a more detailed account in your Chronicle. The following memorandum was lately given me by a Naval Officer :—

Feb. 19, 1743.—Captain Lushington was wounded.
22.—The Barford arrived at Curaçoa.
23.—The Captain was carried on shore, and died the same day.

An account of the expedition to la Guira, &c. was printed for J. Robinson, 1744, at the Golden Lion in Ludgate Street,

in a letter from an officer to his friend, (8vo. pages 60), who remarks—

We found the brave and worthy Captain Lushington had been buried at Curaçoa, who died of an amputated thigh: he died, as he lived, an honour to his country and society, and consequently a loss to both. Captain Burville died soon afterwards, and two land officers, of fevers: Captain Edward Smith succeeded to the Burford, Watkins to the Eltham, Gage to the Lively, Stuart to the Otter, Prattin to the Prize, and Tyrrel to the Bomb-ketch.

Captain Franklin Lushington was promoted Captain of the Solebay frigate, June 24, 1739.—Can any of your readers inform us, whether this excellent officer was related to the present Sir Stephen Lushington, one of the East India Directors?

S. S. S.

QUERIES IN NAVIGATION.

AT the suggestion of an ingenious Correspondent, who has obligingly promised us his assistance on the occasion, we have been induced to devote a small portion of *The* NAVAL CHRONICLE to the insertion of such theoretical, or mathematical problems in navigation, as, from their solutions, may be practically serviceable in the profession.

For the purpose of exciting emulation, and inducing improvement, among the junior officers of the Navy, it is wished, that those who have leisure to attend to such pursuits, would, from time to time, transmit answers to the respective questions which may be proposed. Those who feel themselves competent to the task, are also solicited to favour us with *original problems* in navigation; observing, that with each problem, its solution must be sent, correctly drawn up.

It is intended, that the best answers which may be received to the proposed questions shall regularly be inserted in *The* NAVAL CHRONICLE, with the names, or signatures, that may accompany them.

Should it be objected, that a great part of our officers are

more actively employed, and have neither time nor opportunity for pursuits of this nature, it may be observed, that though many will be excluded from the competition, our numerous Naval Academics, as well as private seminaries, where youth are educated for the service of their country, may afford a sufficient number of candidates for praise; and it is presumed, that *The* NAVAL CHRONICLE may thus be the means of exciting in them a thirst after knowledge, and of raising to distinction many a youth, who would otherwise be, to "fortune and to fame unknown."

As specimens of the plan proposed, the following problems are now submitted for solution:—

1. A ship steering north, at the rate of 6 ½ miles per hour, sees an enemy working in the same course, at the rate of 6 miles an hour; to which she gives chase; and when they are exactly 2 ½ miles distant, the enemy tacks to due east. What course must the ship take to overtake her enemy in the least time possible; supposing a current to set them both N.W. 2 miles an hour, immediately at their tacking; how long will the chase hold; and at what bearing and distance from the ship will it end, supposing the enemy to continue sailing at the rate above specified?

2. A ship plying to windward sails within 4 ½ points of the wind (which is then N.N.E.), with her starboard tacks on board, 54 miles, she then tacks and runs 47 miles farther. Required her difference of latitude made on both tacks.

Naval Poetry.

The heart's remote recesses to explore,
And touch its Springs, when Prose avail'd no more.

FALCONER.

THE MARINER'S DREAM.

BY MR. DIMOND.

IN slumbers of midnight, the sailor-boy lay,
His hammock slung loose at the sport of the wind;
But watch-worn and weary, his cares flew away,
And visions of happiness danc'd o'er his mind.

He dreamt of his home, of his dear native bowers,
And pleasures that waited on life's merry morn—
While Mem'ry stood sideways, half cover'd with flowers,
And restor'd every rose, but secreted its thorn.

Then Fancy her magical pinions spread wide,
And bade the young dreamer in ecstacy rise—
Now far, far behind him the green waters glide,
And the cot of his fore-fathers blesses his eyes.

The jessamine clambers in flower o'er the thatch,
And the swallow sings sweet from her nest in the wall;
All trembling with transport, he raises the latch,
And the voices of *lov'd ones* reply to his call.

A father bends o'er him with looks of delight;
His cheek is impearl'd with a mother's warm tear;
And the lips of the boy in a love-kiss unite
With the lips of the maid whom his bosom holds dear.

The heart of the sleeper beats high in his breast,
Joy quickens his pulses—all hardships seem o'er,
And a murmur of happiness steals through his rest—
"Oh God! thou hast bless'd me, I ask for no more."

Ah! whence is that flame, which now bursts on his eye?
Ah! what is that sound which now 'larums his ear?
'Tis the light'ning's red glare, painting hell on the sky!
'Tis the crashing of thunders, the groan of the sphere!

He springs from his hammock—he flies to the deck—
Amazement confronts him with images dire—
Wild winds and mad waves drive the vessel a wreck—
The masts fly in splinters—the shrouds are on fire!

Like mountains the billows tremendously swell—
In vain the lost wretch calls on Mercy to save;
Unseen hands of spirits are ringing his knell,
And the Death-Angel flaps his broad wing o'er the wave!

Oh! sailor-boy, woe to thy dream of delight!
In darkness dissolves the gay frost-work of bliss—
Where now is the picture that fancy touch'd bright,
Thy parent's fond pressure, and love's honey'd kiss?

Oh! sailor-boy! sailor-boy! never again
  Shall home, love, or kindred, thy wishes repay!
Unbless'd and unhonour'd, down deep in the main,
  Full many a score fathom, thy frame shall decay.

No tomb shall e'er plead to remembrance for thee,
  Or redeem form or fame from the merciless surge—
But the white foam of waves shall thy winding-sheet be,
  And winds, in the midnight of winter, thy dirge!

On beds of green sea-flower thy limbs shall be laid,
  Around thy white bones the red coral shall grow,
Of thy fair yellow locks, threads of amber be made,
  And every part suit to thy mansion below.

Days, months, years, and ages shall circle away,
  And still the vast waters above thee shall roll.
Earth loses thy pattern for ever and aye—
  Oh! sailor-boy, sailor-boy! peace to thy soul!

THE POOR MARINER.

O GOD! have mercy in this dreadful hour,
  On the poor mariner! in comfort here,
  Safe sheltered as I am, I almost fear
The blast that rages with resistless power.
  What were it now to toss upon the waves—
The maddened waves and know no succour near;
The howling of the storm alone to hear,
  And the wild sea that to the tempest raves;
To gaze amid the horrors of the night,
And only see the billows' gleaming light;
  Amid the dread of death to think of her,
Who, as she listens sleepless to the gale,
Puts up a silent prayer and waxes pale:
  O God! have mercy on the mariner!

THE SAILOR'S ADIEU.

WHENCE comes this keen, this cutting smart?
  Why doth the tear unbidden start?
Why beats my sad, my sinking heart—
          Thus heavily?

ELIZA,—'tis because I part—
My Life!—from thee!
Tost on the rude and foaming wave,
O'er which the howling tempests rave,
In distant climes I go to brave
The furious sea—
My doom—perhaps—a watery grave,
Far—far from thee

Yet not the angry ocean's roar,
Nor rocks that skirt the fatal shore—
All stain'd with shipwreck'd seamen's gore—
Could make me fear;
No, 'tis thy loss I now deplore,
With briny tear.

Oh! say, thou all on earth I prize!
Wilt thou my absence mourn with sighs?
And Heaven invoke, with up-lift eyes,
To speed my way?
Wilt thou?—But see, the signal flies!
I must not stay.

By storms that sweep the deep abyss—
By plighted vows—by all our bliss—
By this embrace—and this—and this—
Dear Maid! be true!
Remember Love's last parting kiss!
Adieu! Adieu!

LINES,

Written on reading in the Hampshire Telegraph, of the afflicting Circumstance of the Death of LIEUTENANT DOBSON, *and his Wife, on board a Gun-vessel, leaving their Children friendless. —By an Officer.*

DEAR, hapless babes! for you the sorrowing eye
Distils the sadly pleasing tear;
With ardent haste your woes to share,
Each generous heart shall glow with sympathy:
And though the world appears a desert wild,
Fraught with tempestuous ills; though you have lost
Your much-lov'd parents; yet each orphan child
Receives relief from Britain's friendly coast:

A powerful heavenly parent ever near,
Shall cause the great and good your infant hearts to cheer.

Great is the loss! the Father you deplore,
Warm with desire for Britain's weal,
And joining with a patriot zeal,
The bulwarks of her adamantine shore,
Perhaps o'er Ocean's swelling bosom sail'd,
And hurl'd destruction on th' insulting Foe;
Where Albion's matchless arms have oft prevail'd,
Perhaps has join'd to deal the naval blow;
Where dire vicissitudes are ever known,
May oft have "felt the fierce extremes of either zone."

Fear not, dear babes!—He who in yonder skies
Rules with complete and perfect sway,
Shall in his mercy mark the way
Of Providence, to bring you rich supplies.
What can he not achieve? The Heavens are his;
His are the varied treasures of the earth:
He feeds the hungry; measures out the bliss
Of helpless Orphans, and declares their worth.
In mercy He your drooping hearts shall raise,
And teach the infant tongue to sing Jehovah's praise.

Gosport, Feb. 10, 1806. J. S.

SONG,

WRITTEN ON THE LOSS OF THE YORK,

CAPTAIN H. MITFORD.

DREAR, dark, and dreadful low'rd the sky,
All chilling fell the drifting snow;
The raging surge ran mountains high,
The north-west wind did piercing blow.
'Twas winter. O'er the flowing can
The seamen quaff'd their cares away,
And Poll and Bess, and Sue and Nan,
Were chaunted in the seaman's lay.
The helm secur'd, the ship lay-to,
But driving with the wind and tide;
Impending danger from below,
Arrests her progress and her pride.

She struck! the shock was felt amain,
The song was chang'd to frantic roar,
All sprung on deck, but 'twas in vain,
She sunk! and ne'er was heard of more!

ADDRESS TO THE FLYING FISH.

BY ANACREON MOORE.

WHEN I have seen thy snowy wing
O'er the blue wave at evening spring,
And give those scales of silver white,
So gaily to the eye of light,
As if thy frame were form'd to rise
And live amid the glorious skies:
Oh! it has made me proudly feel
How like thy wing's impatient zeal
Is the poor soul, that scorns to rest
Upon the world's ignoble breast;
But takes the plume that God has given,
And rises into light and heaven!

But when I see that wing so bright,
Grow languid with a moment's flight,
Attempt the paths of air in vain,
And sink into the waves again;
Alas! the flattering pride is o'er:
Like thee, awhile, the soul may soar,
But erring man must blush to think,
Like thee, again, the soul may sink!

Oh Virtue! when thy clime I seek,
Let not my spirit's flight be weak:
Let me not, like this feeble thing,
With brime still dropping from its wing,
Just sparkle in the solar glow,
And plunge again to depths below:
But, when I leave the grosser throng,
With whom my soul hath dwelt so long;
Let me, in that aspiring day,
Cast every lingering stain away;
And, panting for thy purer air,
Fly up at once and fix me there!

THE WANT.

(From the Morning Chronicle.)

IN vain the lordly Despot cries,
"I want Ships, Commerce, Colonies,"
For, ah! where shall he find them?
His Majesty ne'er dreamt his fleet,
Though British ships they chanc'd to meet,
Would leave nineteen behind them.

What though on land he widely reign,
And TERROR's empire still maintain
By troops in constant motion;
Let him all hope of ships forego,
And his proud soul be taught to know
That Britain rules the Ocean.

EXTRACT

FROM THE

EPILOGUE TO THE DELINQUENT,

WRITTEN BY W. T. FITZGERALD, ESQ.

And spoken by Mrs. H. JOHNSTON.

THUS having finish'd all my flippant part,
I now must speak the dictates of my heart:
Each smile I wore, conceal'd an half-check'd tear,
Which long'd to flow on Nelson's honour'd bier.
At that lov'd name each bosom heaves a sigh,
And drops of sorrow fall from ev'ry eye.
His mighty arm, at one tremendous blow,
Hurl'd Britain's thunder on his country's foe!
But in the midst of his resistless fire,
His conqu'ring fleet beheld their Chief expire!
Though England's ships in awful triumph ride
With shatter'd Navies captive by their side;
The tidings, Fame with muffled trumpet brings,
And Victory mourns his loss in sable wings!
"Britons!" she cries—"though now my bosom bleeds,
Your Naval Sons shall emulate his deeds!
Thus shall his spirit, rising from his grave,
Make future NELSONS triumph on the wave!"

NAVAL HISTORY OF THE PRESENT YEAR, 1806.

(*May—June—July.*)

RETROSPECTIVE AND MISCELLANEOUS.

THE trial of Lord Melville has closed, and the majority of his Peers have pronounced him Not Guilty.

We lament that the limits of our Chronicle will not allow us to dwell on the importance of the West Indian and American Intercourse Bill, lately before the House; since it involves some of the leading interests of the British Empire, and strikes at the nursery of its seamen.

A Morning Paper contains the following article:—" The abuses committed in the West Indies appear to be of a most extraordinary description. When the proper time shall come for the publication of the Reports made to the Treasury by the Commissioners sent out under the Act, it will astonish the world that the Country should have been so long kept in ignorance of the injuries it was suffering.—They discovered that forged bills and receipts for articles never purchased, and drawing bills on Government, indorsed under forged and fictitious names, were common and notorious. They found a most base collusion between the Officers of Government and the Merchants and Contractors, by which the latter were allowed to charge stores at a much higher rate than they might have been obtained for in the market. In one instance, as was stated by Lord Henry Petty, it was discovered, that to cover this iniquity, a bribe of 87,000l. had been given; in another, a bribe of 35,000l.—Vessels, houses, stores, &c. were usually hired at most extravagant rates, in consequence of fraudulent contracts, where others might have been obtained much cheaper. But worse than either of these iniquities, was the diabolical fraud of suffering the Merchants and Contractors to furnish His Majesty's troops with inferior and bad rum, and other articles, at an extravagant rate, by which the lives of the troops were endangered, as well as the Country defrauded. And, for the purpose of committing these practices, all free competition for the supply of articles was prevented, and every obstacle was put in the way, even of the purchase of Bills on the Treasury. They were dated in one island, and negotiated in another; and they were sold at a much more advantageous exchange, than that at which the Officers debited themselves in their accounts. The whole of this scene will now be developed."

Much interest should be attached to all that concerns Miranda. He was second in command at the battle of Jemappe: possesses great abilities as a General, with all the enthusiasm of a native American: has long resided in this Country; where he watched, with fixed attention and reprobation, the sanguinary progress of Buonaparté.

The fate of poor Holland reminds us of the Fable of the Frogs and their King Log. If the Dutch did not, like the Frogs, desire a King, they have at least long suffered the leaven of discontent to predominate, and have now croaked to some purpose. When will all this revolutionary madness terminate? Or is Miranda destined, under Providence, to arrest the progress of the Corsican?

If the yellow fever has for a time ceased to rage in North America, the French fever seems to pervade the brains of some leading Members in the Congress, who appear very anxious to bring on a war with this Country. If the friendship

of the Americans is only a plausible treachery, to blind the eyes of Government, and to entice our seamen into their service, the sooner the mask is withdrawn, the better for Old England.

Congress has passed a law, enabling the President to purchase the Floridas from Spain; and the money appropriated for this purpose has actually been shipped, not for Spain, but France. Upon this degrading transaction the Editor of the Boston Centinel makes the following remarks:—"It is to be hoped we shall hear no more of the independence of the United States of America, after the prompt, disgraceful, and dastardly compliance of the majority of Congress with the demand of two millions of dollars made by Buonaparté, through the medium of his artillery officer, General Turreau, under the pretence of purchasing the Floridas! Will the world believe that the Emperor of the French has had the insolence to inform our Government, by a military nobleman, that, unless we send him, to help to support the pomp and parade of his Throne, two millions of dollars, in specie, Spain should go to war with the United States respecting Louisiana, and that France, as her ally, would assist her in the war! Yet such is the fact.—And more: such has been the trepidation with which the whiskers of this warrior Minister have struck the Administration of our Government, that Congress has complied with the demand, and the *back stairs* Parasites of the Executive have been called upon to close the doors of Congress, to vote this immense sum of money in secret Divan, and send it off to France—not to Spain—with infamous haste!"

The business of negotiation is still, according to report, going on with the French Government. The voice of the Nation is against it: but even that voice ought not to be considered as unanswerable. The difficulties of negotiation with such a being as Buonaparté, are incalculable: yet we ought in justice to allow, that no one in this Country is more able to cope with the wily Corsican, from a real knowledge of his character and resources, than Mr. Fox.

As the prospect of an approaching Peace, as connected with the late negotiations, has considerably agitated the public mind, His Majesty's speech claims, on every account, a particular consideration.

The Lord Chancellor, in His Majesty's name, delivered the following speech:

"*My Lords and Gentlemen,*

"His Majesty has commanded us to acquaint you, that the state of the public business enables His Majesty to close this Session of Parliament.

"We are, at the same time, directed to express to you the great satisfaction which His Majesty has derived from your unremitting zeal and diligence, and from that attention to the most important interests of his Empire, which has been so conspicuously manifested in all your proceedings.

"The measures which have been adopted for the permanent improvement of the various branches of our Military System, your attention to combine these arrangements with the great object of public economy, and the regulations which you have established for the speedy and effectual audit of the public accounts, call for His Majesty's particular acknowledgments.

"*Gentlemen of the House of Commons,*

"We have it in command from His Majesty to thank you for the provision which you have made for the various exigencies of the public service, particularly by raising, within the year, so very large a proportion of the necessary supplies; a measure in itself highly advantageous, and which must create, both at home and abroad, the most favourable impression of our national resources, and of the

spirit which animates the British people. You may be assured that the utmost attention shall be paid to the frugal administration of those supplies which you have so liberally granted.

"His Majesty is particularly sensible of the fresh proof he has received of your affectionate attachment to him, in the provision which you have made for enabling the younger branches of his Royal Family to meet the necessary expenses of their station.

"*My Lords, and Gentlemen,*

"His Majesty, being always anxious for the restoration of peace on just and honourable terms, is engaged in discussions with a view to the accomplishment of this most desirable end. Their success must depend on a corresponding disposition on the part of the enemy; and in every event His Majesty looks with the fullest confidence to the continuance of that union and public spirit among all ranks of his people, which can alone give energy to war or security to peace."

The *Moniteur* has not taken any notice of the pending negociation. The *Argus*, however, complains that the present ministry did not commence their career with pacific offers, as France was willing to listen to propositions, consistent with the glory of both countries. This remark is in the paper of the 17th ult.—There are some observations in a subsequent paper, in which it is stated, "the aspect of the continent is more pacific at the present moment than for a long time past."

Whatever may be the result of the pacific negociation, there is no doubt but that it still continues uninterrupted. Mr. Fox is said to have executed the whole of this state-correspondence without suffering a single transcript to be made by any official amanuensis. He has also written daily communications of its progress to a certain personage.

The Commissioners of Naval Inquiry have completed the investigations to which they were delegated by Parliament, and their Board is consequently dissolved.

Toussaint, late a Captain, and Jean Bernard, late a Lieutenant in Toussaint l'Ouverture's army, and who accompanied him to France, the Lords of the Admiralty have generously ordered to be conveyed home in the Woolverene sloop, which is under orders to take a convoy to the West Indies. They have been sent from the Volontaire on board the Wolverene.

List of Ships in the Royal Navy, building in the different Yards, June, 1806.

	Guns.		*Where laid down.*
Aboukir	74	Brindley's Yard, Frindsbury	1803
Augustus	74	King's Yard, Portsmouth	1806
Adonis, schooner	10	Bermuda	1803
Alban, ditto	10	Ditto	1803
Alphea, ditto	10	Ditto	1803
Boyne	98	King's Yard, Portsmouth	1799
Bombay	74	King's Yard, Deptford	1802
Bulwark	74	King's Yard, Portsmouth (late Scipio laid down.)	1802
Banter	20	Temple's Yard, River Tyne	1805
Brazen, sloop	18	King's Yard, Portsmouth	1801

	Guns.		Where laid down.
Bacchus, schooner	10	Bermuda	1803
Barbara, ditto	10	Ditto	1303
Cumberland	74	Pitcher's Yard, Northfleet	1805
Creole	36	Tanner's Yard, Dartmouth	1804
Carnation, brig	18	Taylor's Yard, Biddeford	1806
Cephelus, ditto	18	Lovewell's Yard, Yarmouth	1806
Columbine, ditto	18	Adam's Yard, Bucklershard	1806
Challenger, ditto	16	Wallis's Yard, Blackwall	1806
Columbine, gun-brig	14	Adam's Yard, Bucklershard	1806
Cassandra, schooner	10	Bermuda	1803
Claudia, schooner	10	Ditto	1803
Dartmouth	40	Tanner's Yard, Dartmouth	1804
Elizabeth	74	Well's Yard, Blackwall	1805
La Forte	40	King's Yard, Sheerness	1802
Forrester, brig	18	Mr. King's Yard, Dover	1806
Foxhound, brig	18	Ditto ditto	1806
Grasshopper	18	Richard's Yard, Hythe, near Southampton	1805
Goshawk, brig	16	Wallis's Yard, Blackwall	1806
Hussar	36	Adam's Yard, Bucklershard	1804
Hamadryad		King's Yard, Woolwich	1806
Herald	18	Corver and Co's. Yard, Little Hampton	1805
Impregnable	98	King's Yard, Chatham	1802
Invincible	74	King's Yard, Woolwich	1802
Iphigenia	36	Ditto, Chatham	1802
Laurel	20	Boot and Goode's Yard, Bridport	1805
Magnificent	74	Well's Yard, Blackwall	1805
Marlborough	74	Barnard's Yard, Deptford	1805
Milford	74	Jacob's Yard, Milford	1797
Meleager	36	King's Yard, Chatham	1801
Nelson	110	Ditto, Woolwich	1806
Olympia, schooner	10	Ditto, Bermuda	1803
Pyramus	36	Greenward and Co's. Yard, Hichenot	
Pandour	20	Temple's Yard, River Tyne	1803
Pandora, brig	18	Preston's Yard, Yarmouth	1805
Peacock, brig	18	Bayley's Yard, Ipswich	1806
Primrose, brig	18	Nicholl's Yard, Fowey	1806
Procris, brig	18	Lovewell's Yard, Yarmouth	1806
Queen Charlotte	110	King's Yard, Deptford	1801
Royal Oak	74	Dudman's Yard, ditto	1805
Raleigh, brig	18	Hurry's Yard, Howden Dock	1806
Redwing, brig	18	Warren's ditto, Brithngsea	1806
Ringdove, brig	18	Ditto ditto, ditto	1806
Sultan	74	Dudman's Yard, Deptford	1805
Statira	38	Guilhaume's Yard, Northam	1805
Sappho, brig	18	Bayly's Yard, Ipswich	1806
Sabtina	16	Adam's Yard, Southampton	1805
Sylvia, schooner	10	Bermuda	1803
Trafalgar	120	King's Yard, Plymouth	1806
Union	98	Ditto, ditto	1802
Undaunted	38	Ditto, Woolwich	1804

	Guns.	Where laid down.	
Valiant	74	Well's Yard, Blackwall	1805
Venerable	74	King's Yard, Woolwich	1806
Victorious	74	Ditto, Bucklershard	1804
Vesta, schooner	10	Ditto, Bermuda	1805
Warspite	74	King's Yard, Chatham	1805
York	74	Brent's Yard, Rotherhithe	1805
Zenobia, schooner	10	Ditto, Bermuda	1803

SHIPS BUILDING, BUT NOT NAMED.

One 74 at Adam's Yard, Bucklershard; one at Brent's Yard, Rotherhithe; one 38 at Parson's Yard, Bursledon; one at Ross's Yard, Chatham; one at Belham's Yard, Finsbury; one at Graham's Yard, Harwich; six frigates of 20 guns, in Merchants' Yards; one sloop, of 18 guns, at Guilliaume's Yard, Northam; one fire-ship at Thompson's Yard, Southampton; one sloop at Hurry's Yard, Newcastle; one at Heath's Yard, Devonshire; a cutter at Dartmouth; twelve schooners, six of them at North Yarmouth.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

[Continued from Vol. XV, page 439.]

ADMIRALTY-OFFICE, JUNE 2, 1806.

Copy of a Letter from the Earl of St. Vincent, K. B., Admiral and Commander in Chief of His Majesty's Fleet employed in the Channel, Soundings, &c., to William Marsden, Esq.; dated on board the Hibernia, off Ushant, the 27th of last Month.

SIR,

I ENCLOSE copies of letters from Captain Lord Cochrane, which were addressed to Vice-Admiral Thornborough, and by him transmitted to me.

I am, &c. ST. VINCENT.

His Majesty's Ship Pallas, St. Martin's Road, Isle Ree, May 10, 1806.

SIR,

The French trade having been kept in port of late, in a great measure by their knowledge of the exact situation of His Majesty's cruisers, constantly announced at the Signal Posts, it appeared to me to be some object, as there was nothing better in view, to endeavour to stop this practice. Accordingly the two posts at la Pointe de la Roche were demolished; next, that of Cahola; then two in l'Ance de Repos; one of which, Lieutenant Haswell, and Mr. Hillier the Gunner, took in a neat style from upwards of one hundred militia.

The marines and boats' crews behaved exceedingly well; all the flags have been brought off, and the houses built by government burnt to the ground.

Yesterday too, the zeal of Lieutenant Norton, of the Frisk cutter, and Lieutenant Gregory, of the Contest gun-brig, induced them to volunteer to flank the battery on Point d'Equillon, while we should attack it by land in the rear, but it was carried at once; and one of fifty men, who were stationed to the three thirty-six-pounders, was made prisoner, the rest escaped. The battery is laid in ruins, guns spiked, carriages burnt, barrack and magazine blown up, and all the shells thrown into the sea. The Signal Post of l'Equillon, together with the house, shared the fate of the gun carriages; the convoy got into a river beyond our reach.

Lieutenant Mappleton, Mr. Sutherland the Master, and Mr. Hillier, were with me, who, as they do on all occasions, so they did at this time whatever was in their power for His Majesty's service.

The petty officers, seamen, and marines, failed not to justify the opinion that there was before reason to form; yet it would be inexcusable were not the names of the Quarter-masters, Qarden and Casey, particularly mentioned, as men highly deserving any favour that can be shown in the line to which they aspire.

I have, &c. COCHRANE.

Seamen slightly wounded.

William Barden, Quarter-master; William Coburn, seaman.

Marine slightly wounded.

Robert Boulden.

SIR, *His Majesty's Ship Pallas, 14th May, off the Island of Oleron.*

This morning when close to l'Isle d'Aix, reconnoitring the French squadron, it gave me great joy to find our late opponent, the black frigate, and her companions, the three brigs, getting under sail; we formed high expectation, that the long wished for opportunity was at last arrived.

The Pallas remained under topsails by the wind to await them; at half past eleven a smart point-blank firing commenced on both sides, which was severely felt by the enemy. The main-top-sail yard of one of the brigs was cut through, and the frigate lost her after-sails. The batteries on l'Isle d'Aix opened on the Pallas, and a cannonade continued, interrupted on our part only by the necessity we were under to make various tacks to avoid the shoals, till one o'clock, when our endeavour to gain the wind of the enemy, and get between him and the batteries, proved successful; an effectual distance was now chosen—a few broadsides were poured in—the enemy's fire slackened;—I ordered ours to cease, and directed Mr. Sutherland, the Master, to run the frigate on board, with intention effectually to prevent her retreat, by boarding.

The enemy's side thrust our guns back into the ports, the whole were then discharged, the effect and crash was dreadful; their decks were deserted; three pistol shots were the unequal return.

With confidence I say, that the frigate was lost to France, had not the unequal collision tore away our fore-top-mast, jib-boom, fore and main-top-sail-yards, sprit-sail-yard, bumpkin, cathead, chain-plates, fore-rigging, fore-sail, and bower anchor, with which last I intended to hook on, but all proved insufficient. She was yet lost to France, had not the French Admiral, seeing his frigate's fore-yard gone, her rigging ruined, and the danger she was in, sent two others to her assistance.

The Pallas being a wreck, we came out with what little sail could be set, and His Majesty's sloop the Kingsfisher afterwards took us in tow.

The officers and ship's company behaved as usual; to the names of Lieutenants Haswell and Mappleton, whom I have mentioned on other occasions, I have to add that of Lieutenant Robins, who has just joined.

I have the honour to be, &c.

COCHRANE.

Killed.

David Thompson, marine.

Wounded.

Mr. Andrews, Midshipman, very badly; John Coger, and three other seamen, slightly.

COCHRANE.

Copy of a Letter from Piettro Marincouichi, Commander of the Envy Privateer, to William Marsden, Esq.; dated Gibraltar, April 12, 1806.

SIR,

I beg leave to inform you, that being on a cruise off Cape de Gatt, on the 11th

February last, I fell in with and captured His Catholic Majesty's gun-boat, No. 4, called the Peculo, commanded by Don Antonio Garcea Novarro, mounting one eighteen-pounder and four brass four-pounders; the Commander and Master, with three seamen, were killed during the action.

JUNE 10.

Copy of a Letter from the Right Honourable Lord Keith, K. B., Admiral of the White, &c., to William Marsden, Esq.; dated the 7th Instant.

SIR,

I herewith transmit, for their Lordships' information, copies of a letter, and the enclosure to which it refers, that I have received from Commodore Owen, acquainting me with the capture of the Prospero French privateer by His Majesty's ship the Vestal. I am, &c.

KEITH.

His Majesty's Ship Clyde, Downes,
5th June, 1806.

MY LORD,

I have the honour to enclose a letter from Captain Digby, of His Majesty's ship Vestal, giving an account of a lugger privateer taken by him this morning, as she was returning with two others from the English coast. Captain Digby informs me that he had an opportunity of firing several shots at one of the others, and he thinks with good effect.

I have the honour to be, &c.

Right Honourable Lord Keith, &c. E. W. C. R. OWEN.

SIR, *Vestal, Downes, June* 5, 1806.

I have the honour to inform you, the Vestal, at four A. M. this morning, after a short chase, succeeded in capturing le Prospero French lugger privateer, of fourteen guns and forty-six men, commanded by Jean Gabriel Huret, quite new, on her first cruise.

The Captain of le Prospero and another man are wounded, the latter I fear mortally. I am, &c.

Commodore Owen, &c. S. T. DIGBY.

JUNE 14.

Copy of a Letter from Vice-Admiral Lord Collingwood, Commander in Chief of His Majesty's Ships and Vessels in the Mediterranean, to William Marsden, Esq; dated on board the Ocean, off Cadiz, the 15th of May, 1806.

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, a copy of a letter which I have this day received from Captain Hillyar, of His Majesty's ship Niger, giving an account of his having captured, on the 2d instant, His Catholic Majesty's schooner el Virgin del Carmen, bound with dispatches from Algeziras to la Guira. I am, &c.

COLLINGWOOD.

MY LORD, *Niger, at Sea, May* 2, 1806.

I have the honour to inform you, that His Majesty's ship under my command this day captured the Spanish (government) schooner el Virgin del Carmen, commanded by Lieutenant Luis Navaretta, from Algeziras bound to la Guira, with dispatches, which were thrown overboard in the chase. She is coppered, and pierced for twelve guns, but at present has only four swivels on board; and a proportion of small arms for her crew, consisting of twenty-one men.

I have the honour to be, &c.

J. HILLYAR.

Right Honourable Lord Collingwood,
Commander in Chief, &c.

Copy of a Letter from Vice-Admiral Dacres, Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq.; dated at Port Royal, April 1, 1806.

SIR,

I have great pleasure in transmitting, for the information of the Lords Commissioners of the Admiralty, copies of two letters received from Captain Ross, of His Majesty's ship Pique: the brigs appear very well adapted for His Majesty's service, and not more than nine months old: if found adequate thereto by the officers of the yard, I shall direct them to be purchased, and intend giving Lieutenant Ward the command of one, as a Commander, till the pleasure of their Lordships is known, who I am sure will highly approve of his conduct in boarding and carrying the armed schooner Santa Clara, and it will in some degree alleviate the very severe wound he has received in boarding the French brig of war.

I am, &c. J. R. DACRES.

His Majesty's Ship Pique, off Ocoa Bay, 17th March, 1806.

SIR,

I have the honour to inform you, that Lieutenant Ward of His Majesty's ship under my command, in the gig, assisted by Mr. Eveleigh (Midshipman) in the yawl, most gallantly boarded and succeeded in capturing, after a very smart resistance, (and without loss on our side,) the Spanish armed schooner Santa Clara, of one nine-pounder, and twenty-eight men, completely equipped for war.

I have the honour to be, &c.

To James Richard Dacres, Esq., Vice-Admiral of the White, Commander in Chief, &c. C. B. H. ROSS.

His Majesty's Ship Pique, off Saint Catherine's, 27th March, 1806.

SIR,

I have the honour to inform you, that yesterday, crossing over from Santo Domingo to Curacoa, I fell in with two men of war brigs, standing in for the land; at one P. M. being within long range, I commenced firing to prevent their getting in with the shore, and from superior sailing closed with them at two, when a most destructive fire continued for about twenty minutes; but a flaw of wind favouring us, the helm was put down, which placed us immediately across the hawse of the Commodore; she was directly boarded by Lieutenant Ward and Baker, and Mr. Thompson, and every inch of her decks most obstinately defended; the slaughter on both sides was dreadful, and it is with real concern I state the loss of Mr. John Thompson, the Master, who was killed, with eight seamen; and Lieutenants Ward and Baker, with twelve seamen and marines, wounded; the contest was very severe, but in about five minutes the colours were hauled down; the other struck after a few broadsides more, and we took possession of the Phaeton and Voltigeur, of sixteen guns and one hundred and twenty men each, French brigs of war, beautiful vessels, and only nine months old. It was impossible for two vessels to be more obstinately defended, every thing being cut to pieces, and nearly one half of their crews killed or wounded. I understand they had been roughly handled by an English man of war brig (Rein Deer) the day before.

I beg leave to recommend to your notice my first Lieutenant, Ward, whose good conduct at all times has merited the highest approbation; he is, I am afraid, dangerously wounded.

The death of Mr. Thompson I most sincerely lament; in him his country has lost a brave and most excellent officer; he is the same so handsomely spoken of by Captain Bissett in the Racoon; he has left a wife to lament his loss, and almost a stranger in this country. The wound of Lieutenant Baker I rejoice to say will only lay him by for a short time.

The assistance I received from Lieutenant Craig of the royal marines (who is also wounded) and his party deserve the highest praise, for the steady and well-directed fire kept up by them, and their soldier-like behaviour at all times. We had only one man wounded on board, all the others were killed and wounded

on the brigs' decks. The ship's company behaved uncommonly well, and I trust the conduct of all will merit your approbation.

I have the honour to be, &c.

CHARLES B. H. ROSS.

James Richard Dacres, Esq., Vice-Admiral of the White, Commander in Chief, &c.

Le Phaeton, 16 guns, 120 men, Freyanet, Lieutenant de Vaisseau.
Le Voltigeur, 16 guns, 115 men, M. St. Craig, Lieutenant de Vaisseau.

I beg leave to enclose you a list of the killed and wounded on board His Majesty's ship under my command. I have had no account from the prizes, but their loss has been very great. The Commodore has lost his right arm.

CHARLES B. H. ROSS.

List of Officers, Seamen, and Marines, killed and wounded on board His Majesty's Ship Pique, Charles B. H. Ross, Esq., Captain, in Action with the French National Brigs le Voltigeur and Phaeton, on the 26th Day of March, 1806.

Killed.—Mr. John Thompson, Master; Alexander Mackintosh, Yeoman of the sheets; Matthew Meyler, able seaman; Cornelius Carmody (1), landman; Thomas Watkins, second Gunner; Thomas Reid, landman; Jacob Reid, able seaman; James Shaw, landman; George Collier, supernumerary.

Wounded.—Mr. William Ward, first Lieutenant; Mr. P. H. Baker, third Lieutenant; Mr. W. H. Craig, Lieutenant of marines, slightly; William Marshal, Boatswain's Mate; James Mills, able seaman; Thomas Scott, ordinary seaman; Ralph Harrison, able seaman; William Pickoran, able seaman; Bryan White, Quarter Master; Daniel Hall, able seaman; Christopher Hake, supernumerary; William Carnes, private of marines; Joseph Wright, ditto; Henry Davis, ditto. Total—9 killed, and 14 wounded.

Copy of another Letter from Vice-Admiral Dacres to William Marsden, Esq.; dated at Port Royal, April 27, 1806.

SIR,

I have much pleasure in enclosing, for their Lordships' information, the copy of a letter I have received from Captain Fyffe, of the Rein Deer, acquainting me of the capture of the French privateer schooner, la Creole; a vessel that has been a great annoyance in and about the Passages, and had avoided capture by the cruisers that have fallen in with her, by superior sailing.

I am, &c. J. R. DACRES.

His Majesty's Sloop Rein Deer, at Sea, off Cape San Nicholas, St. Domingo, 21st April, 1806.

SIR,

I am much gratified in having to acquaint you, that this morning, after a short chase, I captured the French schooner privateer la Creole, pierced for 14 guns, but had only six mounted, besides swivels.

Her complement of men appears to have been seventy-five, but only fifty-nine were found on board, the rest being absent in prizes.

The Creole is about ninety tons burthen; is a very fine vessel, and said to be the fastest sailer that has been in these seas. I am satisfied we never could have taken her, had not the Commander been so confident of her speed, as to persevere till very near under our bow, in endeavouring to gain the wind of us.

I have the honour to be, &c.

JOHN FYFFE.

James Richard Dacres, Esq., Vice-Admiral of the White, &c. Jamaica.

Copy of a Letter from Commodore Sir Home Popham, to William Marsden, Esq.; dated on board His Majesty's Ship the Diadem, in Table Bay, the 24th of March, 1806.

SIR,

I have the honour to enclose to you, for the information of my Lords Commis-

sioners of the Admiralty, a list of ships and vessels taken, retaken, and destroyed by the squadron I have the honour to command.

I have the honour to be, &c.

HOME POPHAM.

A List of Vessels taken, retaken, and destroyed, by the Squadron under the Command of Sir Home Popham, between the 4th of October 1805, and the 20th of March 1806.

Spanish brig il Volant, of 25 men and 40 tons, from Canary bound to the Fishery, laden with salt and ballast: captured by the Narcissus, October 6, 1805, and afterwards liberated.

French brig le Prudent, of 12 guns, 70 men, and 120 tons, from Teneriffe, on a cruise: captured by ditto, October 30, 1805, and sent to St. Helena.

English ship Horatio, of 22 guns and 300 tons, laden with rum, tobacco, slaves, ivory, &c.: recaptured by ditto, stove on the coast of Africa, and ordered to be delivered to her Master, who was at Cape Mensarada.

French ship corvette Napoleon, from Table Bay: run on shore by the Narcissus, December 25, 1805.

Batavian sloop Catherina, of 5 men and 25 tons, from Table Bay bound to Simon's Bay, laden with naval stores: captured by ditto, December 25, 1805—broke up.

Spanish ship Arayo, of 250 tons, from Mozambique bound to Rio de la Plata, laden with slaves: captured by the squadron, January 10, 1806.

French ship Atalante, of 40 guns; and Batavian ship Bato, of 68 guns: destroyed by the enemy running them on shore when the Cape was attacked, January 10, 1806.

English ship Resource. Taken by Admiral Linois, while slaving, on the coast of Africa, and sold at the Cape: recaptured by the squadron, January 28, 1806.

French brig Rollo, of 16 guns, from Isle du Prince bound to Table Bay: captured by the squadron, February 21, 1806, and sent to Table Bay.

French ship la Volontaire, of 46 guns and 360 men, from Brest: captured by the squadron, March 4, 1806, and sent to Table Bay.

French brig General Izidro, of 200 tons, from Brest, bound to the Cape, laden with slaves, &c.: captured by the squadron, March 19, 1806.

JULY 5.

Copy of a Letter from the Right Honourable Vice-Admiral Lord Collingwood, Commander in Chief of His Majesty's Ships and Vessels in the Mediterranean, to William Marsden, Esq.; dated on board the Ocean, off Cadiz, the 29th of May, 1806.

SIR,

I enclose to you, for the information of the Lords Commissioners of the Admiralty, a copy of a letter which I have this day received from Captain Prowse, detailing the proceedings of His Majesty's ship the Sirius, in an encounter he had with a very formidable flotilla of the enemy off the Tiber, in which the Commander of it was captured. The exertion and zeal of Captain Prowse has on every occasion been distinguished, and highly honourable to himself. On this he has performed an important service, in disabling so formidable a flotilla of the enemy.

I also enclose a list of the enemy's vessels, and of the killed and wounded on board the Sirius.

I am, &c. COLLINGWOOD.

MY LORD, *His Majesty's Ship Sirius, Malta, 27th April, 1806.*

Being six or seven leagues to the eastward of Civita Vecchia on the 17th instant, at two P. M. I gained intelligence that a French force was to have sailed that morning from thence, and were to proceed to Naples. I crowded a press of sail in the same direction; and, at a quarter past four, they were seen from the mast-head near shore. On closing with them just after sun-set, I had the satisfaction of seeing one ship, three brigs (corvettes), and five heavy gun-vessels, a list of which is annexed, formed in compact order of battle, within two leagues of

the mouth of the Tiber, and near a dangerous shoal, lying to, with resolution to await our attack. At seven, within pistol-shot, commenced firing with vigour from both sides, and continued closely engaged with the squadron for two hours, when the Commodore, in the ship, hailed "he had surrendered." His gallant and determined resistance, together with the dangers of the shore, and the crippled condition of His Majesty's ship, (the smoothness of the water admitting the enemy to use their guns with the greatest effect,) prevented me from pursuing the remainder of the flotilla, although several were much disabled, and compelled, a short time before the ship struck, to cease firing, and make off. Had it been day-light, I have no doubt, from the firm and gallant conduct evinced by the officers and ship's company, that we should have succeeded in capturing more of the enemy's vessels. I have deeply to lament the loss of my nephew, the only officer, and eight seamen and marines killed in the above contest, and three officers and seventeen seamen and marines wounded, nine of whom are in a very dangerous state. The ship captured is called la Bergere; mounts 18 long twelve-pounders, manned with one hundred and eighty-nine men, and was commanded by Chaney Duolvis, Capitaine of a frigate, and Commodore of the flotilla, and belonging to the legion of honour. She is a remarkably fine vessel, sails well, and is fit for His Majesty's service.

I beg particularly to recommend to your Lordship's notice, Lieutenant William Hepenstall, who was the senior Lieutenant in the actions of the 22d of July and 21st of October, and who has been in the ship nearly five years, as an officer deserving promotion. The gallantry and good conduct of the other officers and ship's company likewise deserves my warmest acknowledgments.

I enclose lists of the killed and wounded; and have the honour to be, &c.

W. PROWSE.

The Right Honourable Lord Collingwood,
Commander in Chief.

List of the Enemy's Force opposed against His Majesty's Ship Sirius.

Ship la Bergere, of 18 twelve-pounders, 1 thirty-pounder carronade, and 189 men.

Brig l'Abeille, of 18 nine-pounders, 2 thirty-six pounder carronades, and 160 men.

Brig la Legère, of 12 nine-pounders.

Brig le Janus, of 12 nine-pounders.

Bombard la Victoire, of 12 eighteen-pounder carronades, and 2 sixty-eight pounder carronades.

Cutter la Gauloise, of 4 four-pounders, and 1 thirty-six pounder carronade.

Gun-ketch la Jalouse, of 4 four-pounders and 1 thirty-six pounder carronade.

Gun-ketch la Gentille, of 4 four-pounders and 1 thirty-six pounder carronade.

Gun-ketch la Provençale, of 4 four-pounders and 1 thirty-six pounder carronade.

List of Killed on board of the Sirius.

Mr. William Adair, Master's Mate; Richard Berry, able; George Wyatt, Quarter-Gunner; Edward Mooney, ordinary; Neil M'Cormack, able; Joseph Bray, Armourer; Edward Nott, private marine; John Reed, ditto; Charles Bommell, ditto.

List of Wounded on board the Sirius.

Mr. James Brett, Acting Master, slightly; Mr. Meyricke Lloyd, Midshipman, badly; Mr. John Robinson, Master's Mate, ditto; James Bartlett, Carpenter's crew, ditto; Thomas Herbert, ordinary, ditto; William Thomas, landman, ditto; John Horrell, ordinary, ditto; John Drennon, landman, ditto; Richard Johnson, able, slightly; Edward Clark, Quarter-Master, since dead; John Shea, able, slightly; John Cornish, able, ditto; John Dunn, Purser's Steward, ditto; William Phipps, ordinary, ditto; Charles Jackson, able, ditto; Thomas Burgess, private marine, ditto; Peter Scott, private marine, slightly; Joel Franklin, private marine, badly; John M'Dermott, private marine, slightly; Thomas Chidlow, private marine, ditto.

W. PROWSE.

Copy of another Letter from Vice-Admiral Lord Collingwood to William Marsden, Esq.; dated on board the Ocean, off Cadiz, 5th June, 1806.

SIR,

I enclose, to be laid before the Lords Commissioners of the Admiralty, a copy of a letter which I have this day received from Captain Sir Thomas Livingstone, Bart., giving an account of the capture, on the morning of the 4th ultimo, of His Catholic Majesty's schooner the Giganta, having been boarded in a very gallant manner, and brought out from under the guns of the town and tower of Vieja, by the boats of the Renommée and Nautilus, under the direction of Lieutenant Sir William Parker, Bart.

I also enclose a copy of the return of wounded on this occasion.

I am, &c. COLLINGWOOD.

MY LORD, *Renommée, off Cape Palos, 4th May, 1806.*

I have the honour to inform your Lordship, that this morning about one A. M. the boats of the Renommée and Nautilus, under the direction of Lieutenant Sir William Parker, of this ship, gallantly boarded, carried, and brought out from under the fire of the guns of the town and Torre de Vieja, and also from under the fire of more than one hundred musketeers, His Catholic Majesty's schooner Giganta, of nine guns, viz. two twenty-four pounders, and three four-pounders, long guns, and four four-pounders, swivels, commanded by Alfiere de Navis Don Juan de Moire, with a crew of thirty-eight men. The two twenty-four pounders are in her bow; and she is, in my opinion, very fit for His Majesty's service, particularly at Gibraltar.

The officers who gallantly supported Sir William Parker, were Mr. Charles Adams, Lieutenant: Mr. Henry Meerton, Lieutenant of Royal Marines; and Mr. Timothy Murray, Boatswain of the Renommée; Mr. Alexander Nesbett, Lieutenant, and Mr. Dawson, Carpenter of the Nautilus: and when it is considered this schooner was moored with a chain, within half pistol-shot of the shore, and had boarded nettings up, and that she was in every respect prepared to receive our boats, as was also the batteries and musketeers, too much praise cannot be given to the officers and men employed on the enterprise, and I am confident their conduct will meet your Lordship's approbation.

In this affair Mr. Charles Forbes, Midshipman, and three men, were badly wounded, and three others slightly. Their names are herewith enclosed.

The enemy had nine men wounded, one of them mortally, the others severely —there were none killed on either side.

I have the honour to be, &c.

The Right Honourable Lord Collingwood, &c. T. LIVINGSTONE.
Mediterranean.

Return of the Wounded in the Boats of the Renommée and Nautilus, in cutting out the Giganta Spanish Schooner, 4th of May, 1806.

Renommée.—None killed.

Wounded.—Mr. Charles Forbes, Midshipman; William Hollingsworth, seaman, badly; George Hynes, slightly.

Nautilus.—None killed.

Wounded.—James Brenton, badly; Peter Coulson, ditto; Jonathan Crabtree, slightly; William Wilkinson, ditto.

T. LIVINGSTONE,
Senior Officer.

JULY 8.

Copy of a Letter from Vice-Admiral Dacres, Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq.; dated at Port Royal, May 16, 1806.

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter I have received from Captain Wise, acquainting me of the

Elk having taken one of the St. Jago de Cuba row-boat privateers that had captured two droggers, one of which she was fortunate enough to recapture.

I am, &c. J. R. DACRES.

SIR, *His Majesty's Sloop Elk, Lucea, May 12, 1806.*

I have the honour to inform you, that having received intelligence off St. Ann's, the evening of the 4th instant, there was a small Spanish privateer on the coast which had captured two droggers; thinking it most probable they would stand over to Cuba in the night, we made sail to the northward, and on the evening of the 5th were so fortunate as to fall in with them off Cape Cruz, to retake one of the droggers, and to capture la Cubana Spanish row-boat privateer, armed with one swivel and small arms; had been five days from St. Jago; her crew originally consisted of fourteen men, but she had only five on board when captured.

I am, &c. W. F. WISE.

To James Richard Dacres Esq., Vice-Admiral of the White, Commander in Chief, &c. Jamaica.

Copy of another Letter from Vice-Admiral Dacres, Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq.; dated Port Royal, 16th May, 1806.

SIR,

I have the honour to enclose, for their Lordships' information, the copy of a letter I have received from Captain Selby, of the Cerberus, acquainting me of his having captured, the day before he arrived, a privateer that was hovering about the convoy.

I am, &c. JAS. R. DACRES.

SIR, *His Majesty's Ship Cerberus, off the East End of Jamaica, 15th May, 1806.*

I beg leave to acquaint you, that this morning, as I was standing towards Jamaica, with a convoy under my charge bound to that island, I discovered, at dawn of day, a vessel of a suspicious appearance hovering about the fleet; I stood towards her, when she immediately hauled her wind, under a press of sail; upon which I gave chase, and in two hours had the good fortune to come up with and capture her. She proves to be l'Aimable Theresa, belonging to St. Jago de Cuba, armed with two brass howitzers, and eighteen men, and containing a cargo of wine and merchandise; out three days from St. Jago de Cuba.

I feel much satisfaction in having it in my power to communicate to you the capture of the above vessel, as in the event of her escape she must have proved a great annoyance to the trade of this island, and particularly so to the large convoy under my command.

I have the honour to be, &c.

W. SELBY.

To Vice-Admiral Dacres, Commander in Chief, &c.

JULY 15.

Copy of a Letter from the Earl of St. Vincent, K. B., Admiral and Commander in Chief, &c., to William Marsden, Esq.; dated on board the Hibernia, off Ushant, the 11th Instant.

SIR,

I transmit herewith copies of a letter, with its enclosures, from Rear-Admiral Harvey, reciting a very neat exploit, conducted by Lieutenant Mulcaster, first of the Minerva; whom I feel great pride in acknowledging an an elevé of my own.

I am, &c. ST. VINCENT.

MY LORD, *Tonnant, off Cape Finisterre, June 23, 1806.*

The weather being hazy, we did not see the Minerva when the Princess Royal parted company this morning. As we stood in shore the Minerva joined; and

Captain Collier sent me a letter, of which the enclosed is a copy. It displays an enterprizing spirit on the part of his officers and men employed upon this service.

I have the honour to be, &c.

ELIAB HARVEY.

The Earl of St. Vincent, K. B. &c.

SIR, *Minerva, off Cape Finisterre, June 23, 1806.*

The particular part of your orders having been accomplished, by my falling in with His Majesty's ships Renown and Warrior on the 21st instant, I felt it my duty to direct my attention to the annoyance of the enemy's trade carried on along this coast to the ports of Ferrol and Vigo; and having reason to believe there were some lugger privateers in Finisterre Bay, under the protection of the fort, I last night, it being calm, dispatched two boats from His Majesty's ship under my command to scour the bay.

From among the volunteers for this service, it fell to the lot of Lieutenant Mulcaster, first Lieutenant, accompanied by Lieutenant Menzies, of the Royal Marines, to command the cutter: the barge was directed by Lieutenant Ogle Moore.

This forenoon I had the satisfaction to see the boats returning, accompanied by five Spanish luggers and chasse marées, as per margin *, mostly laden with wine, bound to Ferrol and Corunna. Lieutenant Mulcaster speaks very handsomely of the support he received from the officers, petty officers, seamen, and marines, employed on this affair.

I feel I should be deficient in my duty did I omit to state the circumstances attending the execution of this service, so creditable to Lieutenant Mulcaster and his companions.

The first object was the fort, mounting eight brass guns, of twenty-four and twelve-pounders, which commanded the vessels. This was carried in a most neat and masterly manner by the bayonet and pike, before the guard had either time to raise the drawbridge, or discharge a twelve-pounder, which had been brought to face the gate, (a fishing boat having apprized them of the approach of our boats.) Part of the Spanish guard laid down their arms, and are now on board; the rest escaped.

As the day began to dawn, and as the men were much harrassed from a long row to the shore, and a fatiguing march over a heavy sand, the party were obliged to confine themselves to spiking the guns, and throwing some of them into the sea, ere they took possession of the vessels.

The circumstance from which I derive most pleasure is, that this service was executed without a man being hurt on either side, although the boats in their return, during a calm of near three hours, were exposed to the fire of a two gun battery from a hill to the southward of the town.

I have the honour to be, &c.

Rear-Admiral Harvey, &c. GEORGE RALPH COLLIER.

JULY 19.

Copy of a Letter from the Honourable Rear-Admiral Sir Alexander Cochrane, K. B. Commander in Chief of His Majesty's Ships and Vessels at the Leeward Islands, to William Marsden, Esq.; dated at Barbadoes, the 3d June, 1806.

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, copies of letters from Captains Campbell and Bluett, of His Majesty's sloops Cygnet and Wasp, giving an account of the capture of a French national schooner and sloop, the latter His Majesty's late armed sloop Dominica, which had been run away with by her crew three or four days before, and carried to Guadaloupe, where she was immediately commissioned and manned with seventy-five men, and sent back with the schooner to attempt cutting out the merchant ships in Roseau Bay, which was happily frustrated, and one vessel only, which they had taken possession of, was recaptured.

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* Angel de la Guarda, Johan Antonio Anemas, Santa Antonio Anemas, Nostra Senora del Carmen, and Santa Christo Janemas.

The French General, Hortade, with a party of soldiers, were taken on board these vessels. What motives could have induced an officer of his rank to engage in such petty predatory warfare I am at a loss to guess, particularly as he was taken without any uniform whatever.

The Captain of the Duke of Montrose packet deserves great credit for his exertions: he received on board a party of the 46th regiment, and at the desire of the President got under weigh and chased; and by his means the schooner was captured.

I have the honour to be, &c.
ALEX. COCHRANE.

His Majesty's Sloop Cygnet, off Dominica,
24th May, 1806.

SIR,

At nine this morning, when at anchor in Prince Rupert's Bay, I received information of a schooner and cutter of the enemy being in the offing, on which I weighed, and made the necessary signals to His Majesty's sloop Wasp, then standing in for the Bay. At two, the cutter surrendered to the Wasp; and before eight, the schooner commenced a partial action with the Duke of Montrose packet, (who joined in the chase from Roseau). On the approach of the Cygnet she surrendered, and proves to be the French national schooner l'Imperial, commanded by a Lieutenant de Vaisseau, mounts one long-nine pounder, two two-pounders, with small arms, and sixty-five men; sailed the evening before from the Saints.

I am, &c. ROBERT BELL CAMPBELL.

To the Honourable Rear-Admiral Cochrane,
Commander in Chief, &c. Leeward Islands.

SIR, *His Majesty's Sloop Wasp, Dominica, 24th May, 1806.*

I have the honour to inform you, that in proceeding to Prince Rupert's Bay this morning, I received intelligence (per signal) from His Majesty's sloop Cygnet, at that anchorage, of an enemy in the S. W. quarter, which I immediately went in chase of, being a cutter and schooner: the former I captured, which proved to be the Napoleon privateer, (late His Majesty's cutter Dominica,) commanded by Vincent Gautier, having seventy-three men, four of whom were of the 4th regiment of artillery, and twelve of the 26th regiment. She sailed from Basseterre on the 23d instant.

I experienced the greatest satisfaction in being witness to the most gallant conduct and perseverance of His Majesty's packet the Duke of Montrose in capturing l'Imperial schooner (consort to the above cutter).

I am sorry to inform you, from the determination of the cutter to escape, if possible, she had two men killed.

I have the honour to be, &c.
B. STERLING BLUETT.

To the Honorable Sir Alexander Cochrane, K.B.
Rear-Admiral of the White, Commander in
Chief, &c.

Copy of a Letter from Vice-Admiral Dacres, Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq.; dated on board the Hercule, Port Royal, June 7, 1806.

SIR,

With much pleasure I enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter I have received from Captain Coghlan, acquainting me of the Renard having captured the French national brig Diligent, of fourteen six-pounders, and two thirty-two pounders, brass carronades, with a crew of 125 men.

Should the brig, upon survey, be found fit for His Majesty's service, I shall direct her to be purchased, and shall commission her by the name she now bears, with a sloop's complement.

I am, &c. J. R. DACRES.

His Majesty's Sloop Renard, Port Royal, Jamaica, June 3, 1806.

SIR,

I have the honour to inform you, that His Majesty's sloop under my command, captured on the 28th ultimo, in lat. 20 deg. 30 min. N., long. 68 deg. W., after a chase of sixty-four hours, the French national brig Diligent, commanded by Captain Thevenard, of fourteen six-pounders, and two thirty-two pound brass carronades, with a crew of 125 men; seven days from Point-à-Petre, Guadaloupe, charged with dispatches for France, which were thrown overboard during the chase.

The conduct of the officers and men of this sloop was highly commendable, and their exertions uncommon, during so long and anxious a chase.

The brig is coppered and copper-fastened, only three years old, sails well, is a very complete vessel, and is, in my opinion, fit for His Majesty's service.

I have the honour to be, &c.

J. COGHLAN.

To J. R. Dacres, Esq.; Vice-Admiral of the White, Commander in Chief, &c. Jamaica.

Copy of another Letter from Vice-Admiral Dacres to William Marsden, Esq., dated on board the Hercule, Port Royal, June 8, 1806.

SIR,

I have the honour to enclose, for the information of their Lordships, the copy of a letter I have received from Captain Vansittart, informing me of the capture of a privateer by His Majesty's ship Fortunée, under his command.

I am, &c. J. R. DACRES.

SIR, *His Majesty's Ship Fortunée, off Navasso, June 1, 1806.*

I have the honour to acquaint you, that in the execution of your order of the 5th ultimo, directing me to stretch over to the coast of Cuba, and cruise diligently for the protection of the trade and annoyance of the enemy; on the 16th, off Cape Berens, His Majesty's ship under my command, fell in with and captured the French privateer schooner Grand Juge Bertolio, of Guadaloupe, armed with one long brass twelve-pound gun, two fours, and four twelve-pound carronades, complement 120 men, but having only fifty-one on board, five days from St. Jago de Cuba, bound to the city of St. Domingo to complete her complement. A few days previous to this capture the boats of His Majesty's ship under my command destroyed two Spanish feluccas, with beef and flour, and captured a small schooner.

I have the honour to be, &c.

H. VANSITTART.

To J. R. Dacres, Esq.; Vice-Admiral of the White, Commander in Chief, &c. Jamaica.

Promotions and Appointments.

Captain E. O. Osborn is appointed to the London, *vice* Sir H. Neale; Lieutenant Spence, first Lieutenant of that ship at the capture of the Marengo, is promoted to a Commander; Lieutenant Roach, to the Whiting schooner; Lord Viscount Neville, to be a Lieutenant of the Spencer.

Captain Larmour, to the Emerald; Captain Rogers, to the Kent; Captain J. Grant, to the Raven; Captain Phillips, to the Bonetta; Captain Newcombe, to the Beagle; Captain G. Whinyates, to the Lord Eldon; Lieutenant B. Harvey, of the Foudroyant, to be a Commander.

The following alteration has taken place at the Navy Board:—Captain Sir T. B. Thompson, to be Comptroller, *vice* Captain Nicholls; Captain Sir Robert Barlow, to be Deputy Comptroller, *vice* Captain Duncan; Captain T. Hamilton, to be a Commissioner; H. Peake, Esq., Builder, of Deptford dock-yard, to be Surveyor of the Navy, *vice* Sir John Honslow.—The dock-yards at Woolwich and Deptford at present are under the controul of the Navy Board only; in future they are

to be under a Commissioner, to which situation Captain Cunningham is appointed.

Captain Ricketts is appointed to the Argo; Lieutenant M. White, to the Jackdaw schooner; Captain Sydney Horton, to the Princess of Orange, at Chatham; Mr. J. Wilkes, Surgeon, to the Corso.

Captain Towry, to be Commissioner of the Transport Board, in the room of Captain F. Hamilton, removed to the Navy Board. Captain Searle, of the Monarch, to be a Commissioner of the Victualling Board, in the room of Captain Cunningham, appointed Commissioner of Deptford and Woolwich Yards; Captain Lee, to the Monarch; Captain E. J. Foote, to the Royal Charlotte yacht; Captain Ogle, to the Princess Augusta yacht; Captain P. Campbell, to the Unité; Captain Sir E. Hamilton, to the Mary yacht. Mr. Nelson, Master Shipwright of Sheerness yard, is removed to Deptford yard; Mr. Parkin, Assistant at Sheerness, is appointed Master Shipwright, in the room of Mr. Nelson. Mr. Jones, Foreman of Plymouth yard, is appointed Assistant at Sheerness, *vice* Parkin; and Mr. Lunn, Quarterman of Plymouth yard, appointed Foreman, *vice* Jones. Captain A. Innes is appointed to the Amsterdam.

A very considerable increase is making in the out-pension list of Greenwich Hospital. We are informed, by respectable authority, that the list contains twelve Post Captains, who, from age and services, are not efficient to an active command, who are to receive 80l. per year, besides their half-pay; 15 Commanders, to have from 60l. to 70l.; and 50 Lieutenants, at 50l. per year, besides their half-pay. The seamen, according to their deserts, will have from 18l. to 2l. per year. The whole to be provided for by a deduction of 5l. per cent. from all Naval prizes.

Lieutenant Somerville is appointed to the Vigilant, prison-ship, at Portsmouth.

Captain E. O. Osborn, of the London, to be Captain of the Channel fleet, instead of Captain Bowen, who resumes his situation of Commissioner of the Transport Board. Captain Western, to the London; Captain Ricketts, to the Hibernia; Captain Cockburn, to the Captain; Captain Draper, to the Ruby; Captain Lord Cochrane, to the Imperieuse; Captain Brook, to the Shannon; Hon. Captain Bennet, to the Druid; Captain Tower, to the Iris; Captain J. Bowen (2), to the Camilla; Captain Graham, to the Vestal; Captain Argles to the Diamond.

Captain J. N. Morris, who bravely fought the Colossus, in the action off Trafalgar, in which he was severely wounded, is re-appointed to command that ship, at Portsmouth. Captain Eyre, to the Ardent; Captain S. T. Digby, to the Argo; Captain Scott, to the Boreas; Captain Woolcombe, to the Laurel; Lieutenant M. B. Alt, to the Rochester, prison-ship; Dr. Beattie, late Surgeon to Lord Nelson, to be Physician to the Channel fleet.

Rear-Admiral Stirling is appointed to succeed Sir Home Popham, at the Cape of Good Hope; Commodore Keats, in the Superb, commands the squadron off Rochefort. Captain Bettesworth is appointed to the Crocodile frigate; Captain Bateman, to the Gannet.

Dr. Cuming is appointed Medical Superintendant of His Majesty's Naval Hospital at Antigua.

Captain W. Brown, from Malta, is appointed Commissioner at Sheerness; Captain W. G. Lobb is appointed one of the Commissioners of the Navy, and to the Dock-yard at Malta. Captain W. A. Otway, to the Glory; Captain S. Warren, to the Sampson; Captain Griffiths, to the Topaze; Captain Burrowes, to the Constance; Captain Wise, to the Mediator; Captain Morris, to the Elk; Captain Smith, to the Penguin; Lieutenant Hall, of the Hercule to command the Shark.

BIRTHS.

May 29. At the House of Admiral Sir J. Orde, Gloucester-place, Portman-square, Lady Orde, of a daughter.

Mrs. Upton, wife of Captain Upton, R. N., of a daughter.

MARRIAGES.

At Plymouth, Lieutenant Petley, of the Indignant gun-vessel, to Miss Sole, daughter of Mr. J. Sole, of Plymouth Dock.

June 14. By the Rev. J. G. Bussell, Lieutenant W. S. Key, of His Majesty's ship Leopard, to Miss S. F. Hurst, eldest daughter to the late Captain Hurst, of the Royal Navy.

30. At Westbourn, the Rev. T. de Lacy, M.A., Archdeacon of Meath, to Miss Moutray, only surviving daughter of the late Commissioner Moutray, of the Navy.

Lately, Captain Birchall of the Navy, to Miss Cross, of Bath.

Lately, Lieutenant R. Balfour, commanding His Majesty's ship Safeguard, to Miss Maddock, daughter of Mr. Maddock, of His Majesty's Dock-yard at Portsmouth.

July 20. At Kingston Church, by the Rev. W. Bussell, the Rev. G. D. Renaud, Vicar of Childham, Sussex, to Miss Bennett, eldest daughter of the late Captain Bennett, of the Royal Marines.

OBITUARY.

May 25. At Burstock, Dorset, Mrs. Monkton, wife of Captain Monkton, of the Royal Navy.

25. At the Governor's apartments, in Greenwich Hospital, after a tedious illness, the Right Hon. Lady Hood, aged 78. On the 27th of March, 1795, she was created Baroness Hood, of Catherington; and, in consequence of her Ladyship's death, the Hon. Henry Hood succeeds to the peerage.

25. At Belle Vue, Guernsey, Daniel Erving Dobree, only son of Captain Dobree, of the Royal Navy.

Lately, Captain T. W. Clayton, of the Royal Navy, commanding Sea Fencibles in Ireland.

Lately, by the bursting of a blood vessel, Lieutenant J. L. Lloyd, of His Majesty's ship Dreadnought.

June 19. Near Fareham, Miss H. L. Burdon, aged 14, youngest daughter of Captain Burdon, of the Royal Navy.

23. Exceedingly lamented by his parents, Mr. Frederick Lobb, Midshipman of His Majesty's ship Captain, and son of Captain Lobb, Commander of that ship.

Lately, at Verdun, in France, Lieutenant Sims, of His Majesty's late ship Shannon, a prisoner of war.

At Stansted Bury, Herts, Captain Jocelyn, of the Royal Navy, in the 82d year of his age. He was made a Post Captain in 1759.

At Swanage, in Dorsetshire, Mrs. Price, widow of the late unfortunate Captain John Price, Commander of the Prince of Wales East Indiaman, lost off the Cape of Good Hope; since which accident she has been gradually dying.

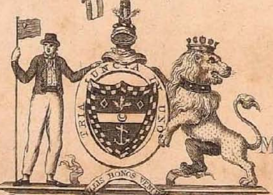
At his house, in Pilgrim-street, Newcastle, in the 85th year of his age, the Rev. Hugh Moises, A.M., formerly forenoon lecturer of All Saints Church, at that place, and afterwards Rector of Graystock, in Cumberland. He was also Head-master of the grammar-school at Newcastle; in which situation he contributed not a little to the formation of some of the first characters of the country, viz. Lord Eldon, Lord Collingwood, Sir William Scott, &c.

July 18. Lately, suddenly, at Winchester, Lieutenant H. E. Sutherland, late of His Majesty's ship Boadicea. He was called at eleven o'clock, and desired to be called again at twelve, at which hour he was found dead in his bed.

23. Captain E. Ramage, of the Royal Navy, and of the Sea Fencibles, at Berwick.

Lately, Captain Seater, of His Majesty's ship Mediator; an officer whose merit and good conduct obtained him his rank from the most subordinate situation in the Navy.

Bowyer pinx. H.R.Cook sculp.



SIR ANDREW MITCHELL, K.B

Admiral of the Blue Squadron

Published 30th August 1806, by J. Gold 103 Shoe Lane London.

BIOGRAPHICAL MEMOIR OF THE LATE

SIR ANDREW MITCHELL, K.B.

ADMIRAL OF THE BLUE SQUADRON.

" ——Perchance, thy soul deriv'd one ray
Of joy, of comfort, from "Trafalgar's day;"
And, by the King of Terrors undismay'd,
Prepar'd to join heroic Nelson's shade!"

Anon.

FROM the remotest period, since Britain has been celebrated as a naval power, never has her superiority appeared more eminently conspicuous than at the present moment. The future historian will record, with admiration, that, within five months, not to mention Sir Robert Calder's action, nor the capture of the Marengo and Belle Poule, by Sir John Borlase Warren—three decisive victories crowned our efforts. The heights of Trafalgar, associated with the revered name of Nelson, will live for ages in the memory of our seamen; the achievement of Sir R. J. Strachan, subsequently to that day of glory, on which the nation's first Hero was numbered with the slain, will be legibly inscribed in our annals; nor will the destruction of the French squadron in the West Indies, by Admiral Duckworth, be forgotten, although, eclipsed by greater glories, it appears to have been, for the moment, too slightly estimated by the public. At a time when the greater part of Europe has been overrun and revolutionized by the predatory armies of France, Britain, secure beneath the protecting wing of her Navy, has smiled at the reiterated menaces of invasion, and has enjoyed a comparatively undisturbed repose.

While contemplating these brilliant and important facts, we cannot but behold, with peculiar complacency, the lives and actions of those brave men, whose exertions have acquired for us such an enviable celebrity. Pleasure, however, is not without its alloy, when we perceive our veteran tars retiring, for ever, from the scene in which they have acted such distinguished parts. But, *it is appointed unto all men once to die;* and

tranquil must be the death of him, whose unstained career has been marked by honour and success.

One of the most pleasing duties of the biographer, is that of developing the progress of meritorious talent: it is therefore with no slight portion of satisfaction, that we attempt to sketch the professional life of the late Sir Andrew Mitchell.

This respected officer, a native of one of the southern counties of Scotland, was born about the year 1757, and received his education at the High School of Edinburgh. His early years had not the advantage of paternal direction; for, while very young, he had the misfortune to lose his father, by which event the sole care of his youth devolved on his mother. Being intended for the Navy, he was placed on the quarter-deck of the Rippon, a 60 gun ship, then commanded by Commodore, afterwards Admiral, Sir Edward Vernon *, with whom he pro-

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* This officer was one of the Lieutenants under Admiral Mathews, in the memorable encounter with the French and Spanish fleets off Toulon, in February, 1743-4. He was appointed Commander of a sloop of war on the 5th of December, 1747; and on the 3d of April, 1753, was promoted to the rank of Captain, in the Mermaid. In 1756, he commanded the Lyme, of 20 guns; and in the month of May, in company with the Colchester, of 50 guns, Captain O'Brien, he fell in with two French ships of war, the Aquilon, of 58 guns, and the Fidelle, of 32 guns. Notwithstanding the great superiority of the enemy, the English Captains gave chase, and brought them to an engagement, which was continued with great obstinacy for five hours; at the expiration of which, the Frenchmen, having succeeded in disabling the masts and rigging of their opponents, made sail, and effected their escape. A great number of men were killed and wounded on both sides.—Captain Vernon continued to be employed in the Lyme, on the Mediterranean station, till the year 1761, when he commanded the Revenge, of 70 guns. In November, 1770, he was appointed to the Bellona, a guard-ship, of 74 guns, as successor to Captain Montague, promoted to be a Flag Officer. After quitting the Bellona, he was promoted to the Barfleur, a second rate, under Sir Thomas Pye, and afterwards under Sir James Douglas, at Portsmouth, on board of which ship he received the honour of knighthood from His Majesty. This was on the 24th of June, 1773, at the time of the first grand naval review. In 1766, he was appointed Commodore, in the East Indies, whither he sailed, in the Rippon, as successor to Commodore Hughes. He continued in India till the year 1780, when, having been relieved by Sir Edward Hughes, his predecessor on that station, he returned to Europe, with a convoy, having been made a Flag Officer during his absence. Sir Edward Vernon never went to sea again; but, in 1785, he distinguished himself by his ærial voyages with Count Zambeccari, and other balloon projectors.—On the 24th of September, 1787, he was made Vice-Admiral of the Blue; on the 21st of September, 1790, Vice-Admiral of the White; on the 1st of February, 1793, Vice-Admiral of the Red; and, on the 12th of April, 1794, Admiral of the Blue.—Sir Edward died in the month of July following.

ceeded to India, in the year 1776.—The time passed on, in the usual routine of service, until the summer of 1778; when, the French having declared in favour of the insurgent Americans, a more interesting scene was opened to the contemplation of our young seaman. Intelligence of hostilities having been received in India, preparations were made for an attack upon Pondicherry; and, on the 10th of August, the squadron of Sir Edward Vernon*, being on a cruise off Coromandel, fell in with the French squadron, under M. Tranjolly†. An action ensued, which was continued with great spirit for two hours.

On the 8th instant, [August,] at six P.M., says Sir Edward, in his official dispatches, I appeared with the squadron off Pondicherry, chasing a French frigate into the road. At eight A.M. we descried from our mast head six sail to the S.W., which we stood for, but there being much light airs of wind, we could make nothing of them till the 10th, when, at six A.M. we saw five sail bearing down upon us in a regular line abreast. We stood for them, forming our line ahead with the four ships, and at noon brought to ready to receive them. At three quarters past noon, the breeze shifting to the seaward, gave us the weather gage, when I immediately made the signal to bear down upon the enemy, who had formed upon the starboard tack. I intended forming our line on the larboard tack till the leading ship had stretched abreast of their rear, then to have tacked and formed opposite the enemy's ships; but having so little wind, and the uncertainty of a continuance, I thought it necessary to bring them to action, which at three quarters past two became general, and, at times, extremely close. About three quarters past four the enemy made sail upon a wind to the S.W. Having received great damage in our masts, sails, and rigging, I hauled to the N.E., in hopes of securing the weather-gage, to bring them to action again the next morning. We were employed the whole night in reeving, splicing, and knotting our rigging, getting up a main-top-sail-yard and fore-top-mast, the others being destroyed. We stood to the N.E., with light airs

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* Consisting of the Commodore's ship, the Rippon, of 60 guns, Captain Waldegrave; the Coventry, of 28 guns, Captain B. Marlow; the Seahorse, of 20 guns, Captain Farmer; the Cormorant, of 14 guns, Captain Young; and the Valentine, Indiaman, of 26 guns.

† Le Brilliant, of 64 guns; la Pourvoyeuse, of 36 eighteen-pounders; la Sartine, of 32 guns; and two India ships, mounting 26 guns each.

of wind until midnight, and then tacked to the S.W., but at daybreak on the 11th, could see nothing of the enemy*.

For his active and spirited conduct in the above action, Mr. Mitchell, who had some time been a Lieutenant, was made Post in the Coventry; an appointment which was confirmed by the Admiralty, on the 28th of October, 1778.

On the 21st of August, Sir Edward again got sight of the enemy; but their superiority in sailing prevented his bringing them to action: they however quitted the coast, which gave him an opportunity of taking possession of Pondicherry road, by which means he was enabled to co-operate with the army in the reduction of that place, which surrendered to the British arms in the month of October following.

On the 8th of March, 1779, Rear-Admiral Sir Edward Hughes sailed from Spithead, for India, in the Superb, of 74 guns, accompanied by the Exeter and Burford, each of 70 guns, and the Eagle, Belleisle, and Worcester, of 64 guns each †. On his arrival he assumed the command; and as, at that period, the enemy had but a very slight naval force in that quarter, he sent home the Rippon, Asia, and Belleisle. Captain Mitchell remained on his old station, in the Coventry; but, commanding only a small vessel, he of course had it not in his power to enter the line of battle, which was so often formed against the French Admiral, Count de Suffrein; and consequently had not the opportunity of distinguishing himself in any of the early general actions‡ in which Sir Edward Hughes was engaged.

On the 12th of August, 1782, while Sir Edward's squadron

* The loss of the English, in this engagement, was as follows:—

	Killed.	*Wounded.*
Rippon........	4	15
Coventry.......	1	20
Seahorse.......	3	5
Cormorant......	1	4
Valentine......	2	9
Total....	11	53

† *Vide* NAVAL CHRONICLE, Vol. IX, page 88.

‡ For an account of these actions, the reader is referred to the biographical memoir of Sir Edward Hughes, in the ninth volume of *The* NAVAL CHRONICLE.

was refitting in Madras roads, Captain Mitchell fell in with the Bellona, a French 40 gun ship, off the island of Ceylon. He immediately attacked her, notwithstanding his own inferiority of force; and, after an action of two hours and a half, compelled her to make sail and sheer off. He pursued her with the greatest eagerness; but the Coventry, having sustained much damage in her masts and rigging, was not able to come up with the Bellona, before, to Captain Mitchell's great astonishment, she joined the French fleet, which were lying at anchor in Battacalo Road. Two of the enemy's line-of-battle ships got under weigh and chased the Coventry; but she outsailed them, escaped, and joined Sir Edward, at Madras, on the 16th.—Sir Edward Hughes thought so highly of this exploit, as to make it the principal subject of an official letter to the Admiralty. In his dispatch, dated on the day of the Coventry's arrival at Madras, he says:—

Captain Mitchell, of the Coventry, informs me, that on the 12th of this month, off Friar's Hood, in the Island of Ceylon, he fell in with and attacked the Bellona, a French frigate, of 40 guns, and after a severe engagement of two hours and a half, the Bellona sheered off from the Coventry, and made sail to join the French fleet; and the Coventry had suffered so much in her masts and rigging, as not to be able to come up with her before she joined the French fleet, consisting of 23 sail, which Captain Mitchell saw at anchor in the Battacalo Road, and was chased by two of their line-of-battle ships.

In the engagement the Coventry had fifteen men killed and twenty-nine wounded; and I hope to be able so far to repair her damages, as to carry her to sea with me in two or three days.

Captain Mitchell speaks highly of the courage and good conduct of the Coventry's officers and men; and I trust their Lordships will give him his full share of merit, for having so gallantly attacked and beaten an enemy's ship so superior in force to his own.

Sir Edward Hughes proceeded from Madras, taking with him the Coventry, for Trincomalee, on the 20th of August; but did not arrive before the latter place until the evening of September the 2d; and, on the following morning, he had the extreme

mortification to perceive, that the French colours were flying on all the forts, and that upwards of thirty sail of French shipping were riding at anchor in the different bays *.

Captain Mitchell's bravery, in his action with the Bellona, did not pass unrewarded, as, a short time after, he was promoted to the Sultan, of 74 guns.

After the action of the 3d of September, Sir Edward Hughes, on his return to Madras, gave the line-of-battle ships such a repair, as might enable them to proceed with safety to Bombay; where it was his intention completely to refit the squadron, in order that they might proceed on service, the next season, with fresh vigour and ability. Before he could get to sea, however, the squadron was exposed to imminent danger, from one of the most sudden and dreadful hurricanes ever experienced on that coast; and, during the whole of its passage to Bombay, it laboured under a continued series of tempestuous weather. The Superb was dismasted, and suffered so much damage, that the Admiral shifted his flag, *pro tempore*, into Captain Mitchell's ship, the Sultan.

On the 20th of March, 1783, the squadron being again fit for service, Sir Edward Hughes sailed from Bombay for the coast of Coromandel. He soon after learned, from some English officers, retaken in a grab-ship of the enemy, that the French fleet (excepting two of their best sailing line-of-battle ships, and two frigates, which were ordered to cruise off Madras, for the purpose of intercepting all supplies bound to that port) were in Trincomalee Harbour. On receiving this intelligence, the Admiral immediately steered for Madras, and anchored in the road on the 13th of April, without having seen any thing of the French cruisers; but, being informed that they had been in sight of the place the day before, he dispatched Captain Mitchell, in the Sultan, with the Burford, Africa, Eagle, and Active, in quest of them. He returned on the 16th, without having been fortunate enough to accomplish the object of his

* For an account of the succeeding action between the British and French squadrons, *vide* NAVAL CHRONICLE, Vol. IX, page 193, *et seq.*

mission *.—On the 2d of May, Sir Edward Hughes again put to sea, and arrived off Trincomalee on the 25th; but, reconnoitring the position of the French squadron, he found them so advantageously placed under the cover of their guns and mortar batteries, as would have rendered it imprudent to hazard an attack, and he therefore stood to the southward, to prevent any supplies being sent to Cuddalore, which was then besieged by General Stuart. The time was passed in a variety of manœuvres, until the 13th of June; when, the wind blowing from the southward, the enemy's squadron, consisting of fifteen sail of the line, three frigates, and a fire-ship, were discovered in that quarter. Sir Edward immediately got under weigh, and used his utmost efforts to gain the wind, while the enemy were more successful in their exertions to preserve it. From the 13th to the 20th, the fleets were manœuvring in sight of each other; but, on the latter day, Suffrein, who still kept the advantage of the wind, showed a disposition to engage. The English Admiral immediately formed the line-of-battle a-head, and brought to to receive his opponents. At four minutes past four P.M., the van ship of the enemy fired a single gun to try her distance; and, though scarcely within point-blank shot, their whole fleet commenced a cannonade, which lasted for about twenty minutes, before a single shot was returned from the British line. A heavy fire then ensued on both sides, which lasted without intermission till seven o'clock, the enemy still preserving their distance. At that hour, the French squadron hauled their wind, made sail, and, by the following morning, were out of sight †. On the 22d, Sir Edward again discovered them at anchor in Pondicherry Road, but could not induce them to venture out. Captain Mitchell's ship, as appears below, was a considerable sufferer; and, although no material advantage was obtained, the loss in killed and wounded was on both sides heavy.

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* Captain Graves, of the Sceptre, who had chased from the fleet on the 11th, rejoined the Admiral on the 14th, bringing in with him la Naiade, French frigate, of 30 guns, and 160 men.

† As a statement of the hostile squadrons, in this engagement, was not given in

This was the fifth and last battle between Sir Edward Hughes and M. de Suffrein; all of which were fought with

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our memoir of Sir Edward Hughes, we shall here subjoin it, by way of addition to that article, as well as to illustrate the present narrative:—

List of the Fleet, in Order of Battle, under the Command of Vice-Admiral Sir Edward Hughes, K.B., in the Action with the French Fleet, on the 20th of June, 1783, off Cuddalore.

The Cumberland to lead with the starboard tacks on board, and the Defence with the larboard.

RED DIVISION.

Ships.	*Guns.*	*Men.*	*Commanders*	*Killed.*	*Wounded.*
Cumberland....	74	600	Captain W. Allen	2	11
Monmouth.....	64	500	——— James Alms	2	19
Bristol.........	50	350	——— James Burney	0	13
Hero..........	74	617	R. King, Commodore, Red Pendant; Captain Theo. Jones	5	21
Eagle.........	64	500	——— W. Clarke	4	8
Magnanime....	64	500	——— T. Mackenzie	1	16

BLUE DIVISION.

Commander in Chief.

Ships.	*Guns.*	*Men.*	*Commanders*	*Killed.*	*Wounded.*
Sceptre.... ...	64	500	Captain Samuel Graves	17	47
Burford	70	520	——— Peter Rainier	10	20
Monarca.......	68	560	——— John Gell	6	14
Superb	74	622	Sir Edward Hughes, K.B. Vice-Adm. of the Blue; Captain H. Newcome	12	41
Sultan	74	600	——— Andrew Mitchell	4	20
Africa	64	500	——— Robert Macdougal	5	25
Worcester	64	500	——— Charles Hughes	8	33

WHITE DIVISION.

Ships.	*Guns.*	*Men.*	*Commanders*	*Killed.*	*Wounded.*
Exeter	64	500	Captain J. S. Smith	4	9
Inflexible......	64	500	——— Hon. J. Chetwynd	3	30
Gibraltar	80	695	Sir Richard Bickerton, Bart. Commodore, White Pendant; Captain Thomas Hicks	6	40
Isis	50	350	——— Christ. Haliday	3	30
Defence.......	74	600	——— T. H. Newnham	7	38
			Total,....	99	434

Frigates, &c. attached to each Division.

VAN.	Chaser	San Carlos, 44 guns
	Pondicherry	Harriot
CENTRE.	Lizard	Combustion, fire-ship
	Medea, 28 guns, Captain Erasmus Gower	
	Juno, 32 guns, Captain J. Montagu, to repeat signals	
REAR.	Seahorse, 20 guns, to repeat signals.	

great bravery. The French fleet returned to Cuddalore; and, on the 25th of June, the English Admiral anchored in Madras Road, where he received intelligence, that the preliminaries of a general peace had been signed and ratified.

It has been remarked, by a contemporary writer, as a fortunate event, that the war terminated at this period, as the hostile fleets were so equally matched, that the loss of Sir Edward Hughes's flag-ship, (the Superb,) which occurred soon after, during a heavy gale of wind in Tellicherry Road, might have been attended with fatal consequences.—We should not be unwilling to admit the justice of this inference, if the writer alluded to would demonstrate, that the naval victories of Britain have in general resulted from a superiority of numbers. But to the credit of our flag, most of our successes would, upon investigation, be found to have been achieved by forces inferior in number to those of the enemy.

The war in India may be regarded as forming a complete epoch in the life of the late Sir Andrew Mitchell. He proceeded thither in the humble station of Midshipman, and arrived there previously to the commencement of hostilities: he attained the honourable rank of Post Captain, as a reward for his seamanship and activity on that station; and, having been employed in much important service during the whole of the contest, he remained there until the restoration of peace.

Such a period of service had not been barren of profit; and, having acquired a very considerable sum of prize-money, he returned to Europe, to hail his beloved native island, with

French Fleet, under M. de Suffrein.

Ships.	*Guns.*	*Ships.*	*Guns.*
L'Heros	74	Le Severe	64
Le Fendant	74	Le Brilliant	64
L'Hannibal	74	L'Hardi	64
L'Illustre	74	Le St. Michael	64
L'Argonaute	74	Le Flammond	50
Le Vengeur	64	Le Petit Hannibal	50
Le Sphinx	64	L'Apollon	40
L'Artesien	64	La Cleopatra	36
L'Ajax	64	La Coventry	28

redoubled satisfaction, as he had the charming prospect of independence full before him. What must have been his disappointment, when, soon after his arrival in London, he found that his agent, to whom he had entrusted his property, had been more occupied in feeling the pulse of a district of Scotch boroughs, with a view to a general election, than in attending to the interest of his clients; and that, of that fortune, which years of toil and of danger had been spent in acquiring, scarcely a wreck remained!—It is a happy circumstance, that, with respect to pecuniary concerns, the philosophy of British seamen is generally on a par with their courage and magnanimity.

The general peace which now reigned throughout Europe afforded, to the greater portion of our naval officers, a long period of relaxation; and, amongst many others, Captain Mitchell remained unemployed till the time of the Russian armament, in 1790. He was then appointed to the Asia, of 64 guns, one of the fleet which assembled at Spithead, under the command of Admiral Earl Howe. The differences, however, between this country and Russia having been amicably settled, the Asia was paid off, and Captain Mitchell was again without a ship, until after the commencement of hostilities with France. In the month of February, 1795, he commanded the Impregnable, of 90 guns, one of Lord Howe's fleet, which escorted the East and West India, and other convoys, through the Channel, and afterwards proceeded to cruise off Brest and in the Bay.

The above was the last private command which he held; as, on the 1st of June, 1795, he was promoted to the rank of Rear-Admiral of the Blue Squadron; on the 20th of February, 1797, to the same rank in the White; and, on the 14th of February, 1799, to be Vice-Admiral of the Blue. The first time, however, that his flag was hoisted, was in the month of April, 1799, on board of the Zealand, of 64 guns, at the Nore.

Early in the summer of 1799, the British government conceived the plan of an attack upon Holland; preparatory to which, the Vice-Admiral, to whom the naval part of the expedition was entrusted, under Lord Duncan, shifted his flag from

the Zealand, to the Isis, of 50 guns, then lying in the Downs. A strong squadron of men of war, with a vast number of transports, were assembled; and an army, amounting to about 27,000 men, was collected and marched down to the coast, under the orders of His Royal Highness the Duke of York, and the late General Sir Ralph Abercrombie. Vice-Admiral Mitchell, immediately that he received his appointment, repaired to the coast, and, partly by the zeal of the inhabitants, partly by the skill and assistance of the officers of the sea fencibles, he succeeded, with almost inconceivable celerity, in embarking the different divisions of the army. On the 12th of August, he sailed from Yarmouth Roads, with the first division of the troops, his squadron in the whole consisting of about 200 sail, and joined Lord Duncan, then cruising in the North Seas, on the 15th. From the tempestuous weather, and adverse winds which ensued, the squadron were unable to reach the coast of Holland before the 20th of the month. On the following day, Captain Winthrop, of the Circe, accompanied by Colonel Maitland, went on shore in a flag of truce, charged with a copy of the declaration made by the Prince of Orange, enjoining the Dutch people to meet and assist their deliverers; a proclamation, by Sir Ralph Abercrombie, to the inhabitants; and the following summons from Lord Duncan, to the Dutch Admiral Storey, then commanding at the Helder:—

On board His Britannic Majesty's Ship Kent,
August 20, 1799.

SIR,

MORE than 20,000 men being at this moment disembarked at the Helder, who will be followed by many others, you have now a favourable opportunity of manifesting your zeal for your legitimate Sovereign the Prince of Orange, by declaring for him, together with all the ships which may choose to follow your example. All those who shall declare for him in like manner, hoisting the Orange flag, may be considered as allies and friends. As soon as I shall have made Sir Ralph Abercrombie, Commander in Chief of the British land forces, and Admiral Mitchell, who commands the naval part of the expedition under me, acquainted with this declaration, all the ships which are desirous of so doing, may come out and join me: they will be treated with the most sin-

cere friendship as allies, and will be received in the bosom of the English fleet, with which they may remain until they shall receive the commands of the Prince of Orange, with respect to the conduct which they are to pursue.

I have the honour to be, &c.

DUNCAN.

P.S. The bearer of this, Captain Winthrop, is commissioned to assure the officers of the Batavian fleet of my esteem for them.

To the above summons, Admiral Storey made the following reply:—

The Commander in Chief of the Batavian fleet to Admiral Duncan, Commander of the English fleet in the North Sea.

On board the Washington, Texel Road, August 22, 1799.

ADMIRAL,

I SHOULD be unworthy of Lord Duncan, and should forfeit the esteem of every honest man, were I to accept the proposal you make me. I know the duty which I owe to the flag I obey, and to my country: were your force double, my sentiment would still remain the same. Your Lordship may therefore expect from me a defence worthy of my nation, and of my honour. I shall however immediately send your summons to my government, and if you please to await it's determination, I will inform you of the result.

Be assured, my Lord,
That I am, with esteem,

STOREY.

The badness of the weather, and contrary winds, occasioned a considerable delay in the landing of the troops. On the 26th of the month, however, the fleet anchored along the coast, from the mouth of the Texel as far as Gallants Oze; and, by three o'clock on the following morning, the troops were all in the boats. The debarkation was speedily and successfully effected, under cover of a warm and well-directed fire from the gun-brigs, sloops of war, and bomb-vessels of the squadron. The enemy made very little opposition to the landing; but a severe conflict soon after ensued, which terminated in a complete rout of the Dutch, who retired to their former possession at Keeten. This

gave the assailants the entire possession of the whole neck of land between Kirk Down and the road leading to Alkmaar*; on which, General Daendels, finding himself cut off from the Helder, sent orders for the commander to evacuate that fortress, and to join him. On the morning of the 28th, the British took possession of this important post, and of the naval arsenal, containing 95 pieces of ordnance, with thirteen ships of war, a sheer hulk, and three Indiamen, lying in the Nieuve Diep.

The surrender of the Helder opened the Texel to the British fleet; and Admiral Mitchell, having obtained Pilots, and all requisite information, prepared for an attack upon the remainder of the Dutch squadron, which he threatened to follow "to the walls of Amsterdam." The enemy were soon discovered, lying at anchor, in a line at the Red Buoy, near the Vlieter; and, to give a more commanding appearance to his proceedings, at five o'clock on the morning of August the 30th, Admiral Mitchell hoisted a signal for action, formed a line of battle †, and stood towards them. Two of the line-of-battle ships, the Rattvisan (Russian) and America, and the Latona frigate, took the ground; notwithstanding which, the Vice-Admiral entered the Mars Diep, and continued his course along the Texel, towards the Vlieter. Having drawn near to the Dutch fleet, he sent Captain Rennie, of the Victor, with a peremptory summons to Admiral Storey ‡, requiring him to hoist the flag of the Prince of Orange, or to take the consequence of a refusal. On his way, Captain Rennie picked up a flag of truce, with two Dutch Captains, who had been dispatched by their commander to Admiral Mitchell. He carried them on board the Isis; and, at their earnest request, after a few minutes' conversation, Admiral Mitchell agreed to anchor in a line, a short distance from the Dutch squadron. He then sent the officers back to their Admiral, with positive orders not

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* *Vide* a map of the Texel and Vlieter Roads, with the country of Holland, as far south as the Hague, illustrating the operations of this expedition, NAVAL CHRONICLE, Vol. II, page 436.

† *Vide* NAVAL CHRONICLE, Vol. II, page 618. ‡ *Ibid.*

to alter the position of the ships, nor to do any thing whatsoever to them, and in one hour to submit, or take the consequences. In less than the time prescribed, they returned, with a verbal message of submission, and bearing Admiral Storey's written reasons for acceding to the summons *.—Possession was immediately taken of the Dutch fleet, consisting of one ship of 74 guns, four of 68, two of 54, two of 44, one of 32, and one of 16, in all eleven sail. A British officer was sent on board each of them in order to maintain peace and order among the crews; Admiral Mitchell issued a manifesto †, announcing their being taken possession of in favour of the Stadtholder; and, a few days afterwards, the Dutch ships of war were escorted to England by six sail of British ships of the line, and two Russians.

Without detracting, in the slightest degree, from the merit of Vice-Admiral Mitchell, it should be observed, that the quiet surrender of the Dutch ships must be chiefly attributed to, what the revolutionary government of that day chose to term, a spirit of mutiny among the crews. Admiral Storey, in his letter to the British Commander, positively asserted, that *the traitors whom he commanded refused to fight;* a fact on which he also strongly insisted, in his letter addressed to the Batavian minister of marine, announcing the surrender. It is said that, when Admiral Storey made the signal to prepare for battle, his men broke into open revolt and disobedience to their officers, whom they seized; at the same time taking possession of the magazines, unloading the guns, and throwing the balls and cartridges into the sea.

Admiral Mitchell, having no farther occasion for the revenue cutters, which had been employed in the expedition, dismissed them with the following handsome acknowledgment of their services, addressed to the Right Hon. Henry Dundas, now Lord Melville:—

His Majesty's Ship Isis, in the Mars Diep, September 4, 1799.

SIR,

AS the service of the revenue cutters is now over, it would be

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* *Vide* NAVAL CHRONICLE, Vol. II, page 619. † *Ibid.*

highly improper for me to delay their return; I shall, however, keep two to be advice boats.

I cannot permit them to leave me, without acquainting you of the good conduct of all the cutters; their constant activity in obeying every order; and the unremitting zeal they have at all times shown, merits my warmest thanks; and I can only say, without them, and the other boats, we never could have gone on as we have so fortunately done.

I do therefore in the most earnest manner recommend them to your notice. This will be delivered to you by Captain Newland, whom they have chosen to have the honour to present you with this. He is a most zealous officer, and will give you every information relative to the nature of the service they have been employed in.

I have the honour to be
Your most faithful humble servant,
A. MITCHELL.

Right Hon. H. Dundas.

On the 21st of September, the Vice-Admiral shifted his flag into the Babet, and proceeded with a number of the small armed vessels and bombs into the Zuyder Zee; where, on his appearance, the towns of Enkhuysen and Mendenblick submitted, and hoisted the Orange flag. Steveren and Lemmer also surrendered to the Captains Bolton and Boorder, of the Wolverine and Espiegle.

Such a loss as the Dutch had sustained by sea could scarcely be compensated by any success on land; but, unfortunately for them, their forces were, for some time, obliged to retreat with the same rapidity that the English advanced. On the arrival, however, of the French General, Brune, with a considerable body of troops, the Dutch were enabled to make a stand; and, having possessed themselves of a strong position at Purmirind, which afforded them the means of acting on the rear of the advancing army, a check was given to the successes of the English. A negociation shortly after ensued, in the course of which General Brune contended for the restoration of the Batavian fleet, which had been acquired by the bravery and good conduct of Admiral Mitchell, with the whole of the stores

and ships' crews. This, however, was resisted by the Duke of York, who threatened, in case of necessity, to cut down the sea-dykes; a measure which would have inundated the country, and destroyed it's fertility. At length, by a convention signed on the 20th of October, the evacuation of the country, by the British and Russian armies, was agreed upon, and carried into execution by the 19th of November; on which day the Dutch resumed their possession of the Helder. The retreat of the military force was followed by the evacuation of the Zuyder Zee, by Vice-Admiral Mitchell, who, with his flotilla, and a great part of the fleet, returned to Yarmouth.

The skill, bravery, and attention, with which the Vice-Admiral had conducted the naval part of this important expedition, met with the highest approbation of government. Mr. Dundas, now Lord Melville, in moving the thanks of the House of Commons (which were voted *nem. con.*) on the occasion, observed, that "the greater part of the real merit of Admiral Mitchell was unknown to the public, and, for a while, could only be known to those who planned and conducted the expedition, and those who performed the operation. The armament, destined for Holland, sailed with very fair weather, which continued for two or three days; but early on the morning of the third day, there arose a very heavy, and, for the time of the year, a very uncommon storm. In this storm this gallant Admiral had the conduct of an armament of two hundred transports of various descriptions, subject to no military discipline, from the nature of things; and in this condition that Admiral conducted the whole of this mass for ten or twelve days; he kept them together, immense as they were, and brought them in safety to their place of landing; an event that could not have taken place, but from consummate skill, unremitting perseverance, and great exertion."

On the 9th of January, 1800, His Majesty, as a particular mark of his royal favour and approbation, was pleased to confer upon Admiral Mitchell the ensigns of the Order of the Bath.—The City of London also voted him their thanks, and presented him with a sword valued at one hundred guineas.

In the same year, he served under Lord Bridport, in the Channel fleet, with his flag in the Windsor Castle, of 98 guns. On the 1st of January, 1801, he was made Vice of the White, and for some time continued to command a division of the Channel fleet, under Admiral Cornwallis, but without any farther opportunity of displaying his professional talents.

In the month of November he was sent with a detachment of the Channel fleet, to Bantry Bay, in Ireland, where he for some time continued to cruise; but, in December, on some of the ships being ordered to sail for the West Indies, under the command of Rear-Admiral George Campbell, symptoms of mutiny were discovered on board of that officer's flag-ship, the Temeraire *. The most violent and daring acts of disobedience were displayed; but, by the spirited firmness and exertion of the respective officers, the mutiny was happily suppressed; and the ringleaders, to the number of twenty, were secured and brought round to Portsmouth, by Sir Andrew, to be tried.—

* *List of the Squadron ordered to Bantry Bay, in November, 1801, under the command of Vice-Admiral Sir Andrew Mitchell, K.B.*

Ships.	*Guns.*	*Commanders.*
Windsor Castle	98	Vice-Admiral Sir A. Mitchell, K.B. Captain J. Oughton
Barfleur	98	Rear-Admiral C. Collingwood Captain J. A. Ommanney
* Temeraire	98	Rear-Admiral G. Campbell Captain C. Eyles
Princess Royal	98	Rear-Admiral Sir Erasmus Gower, Knt. Captain D. Atkins
* Formidable	98	—— Richard Grindall
Atlas	98	—— T. Jones
Glory	98	—— Thomas Wells
Namur	90	—— Hon. M. de Courcy
Juste	84	—— Sir Edmund Nagle
Malta	84	—— Albermarle Bertie
Achille	74	—— J. Wallis
Centaur	74	—— B. Littlehales
* Majestic	74	—— D. Gould
* Resolution	74	—— Hon. A. H. Gardner
* Vengeance	74	—— George Duff
* Orion	74	—— M. Cuthbert
Amethyst	38	—— H. R. Glynn
Fisgard	40	—— M. Seymour

* Those marked thus * were ordered to the West Indies, but, in consequence of the mutiny, did not then sail.

On the arrival of the fleet at Spithead, a Court Martial was assembled, of which Sir Andrew was the President. The greater part of the ringleaders were afterwards found guilty and executed *.

In the spring of 1802, Sir Andrew Mitchell was appointed Commander in Chief at Halifax, and repaired thither in the Leander, of 50 guns. On the 23d of April, 1804, he was made Vice-Admiral of the Red Squadron; and, on the 9th of November, 1805, Admiral of the Blue.

In the year 1803, Sir Andrew lost his first wife, who died at Bermuda, whither he had been sent for the benefit of his health. He subsequently married a lady of Halifax, the daughter, we believe, of the Judge Advocate there; but with her he was destined to enjoy only a very short portion of happiness. He went to Bermuda, early in the present year, with the hope of recovering from an indisposition under which he had for some time laboured; but, being seized with an illness, which lasted only a short time, he died on the 26th of February, 1806 †.

No one, better than Sir Andrew Mitchell, knew how to preserve that spirit of subordination which is essential to the interests of the Navy; yet no one lived on better terms with, or was more beloved by, his officers. Like a father among his children, his sole care seemed centered in the wish to make them happy. Sir Andrew was extremely fond of music; and, being generally provided with an excellent band, it was his custom, every evening, when professional duties did not interfere, to assemble such of his officers who were not on duty, in the great cabin, there to enjoy the concert which he provided. When obliged to part with his officers, several of whom were educated on his quarter-deck, and are now Post Captains, he could scarcely refrain from tears.—His great and unwearied attention to the seamen, as well as to the officers who were under his command, is well known: his humanity and benevo-

* *Vide* Naval Chronicle, Vol. VII, page 46.

† His Majesty has since been graciously pleased to grant a pension of 100*l.* a year to his Lady, and 25*l.* a year to her infant daughter.

lence were great, and he died respected and lamented by all who knew him.

Sir Andrew's remains were interred at Bermuda, on the 3d of March, with military honours. The funeral procession (consisting of His Excellency the Governor, and Council, the Captains and Officers of the squadron, and the Corporation and Gentlemen of St. George,) moved at half-past eleven o'clock, from the Admiral's house to the church, through two lines, formed by the Royal Artillery, Royal Fuzileers, Royal Marines, and St. George's Militia; the three last of whom, after the procession had reached the church, took post, and formed an open column of four divisions, in the rear of eleven field pieces, upon the town parade. At the moment of interment, three rounds were fired from the field pieces by the detachment of Royal Artillery.—The grenadiers, and band of music of the Royal Fuzileers, preceded the funeral procession, while moving to the church; during the whole of which time, and the burial service, minute guns were firing from the different ships of the squadron.

NAVAL ANECDOTES,
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

PRESENT TREATMENT OF ENGLISH PRISONERS IN FRANCE.

THE following extract of a letter from Lieutenant Tuckey, of His Majesty's late ship Calcutta, which was captured by the Rochfort squadron, is given as a correct general description of the treatment of our officers in France:—

Verdun, May 10, 1806.

YOU of course have heard how we were captured; at present, I can only say, that our resistance did not disgrace the Union, and that we hope as we lost all to save our convoy, we shall meet with some remuneration on our return. We remained on board the French squadron nearly four months; the difference of living, and the total want of all the comforts which we find in our own ships, produced the nervous fever amongst us. We were landed at

Rochelle, where we were kept at an hotel, at a most enormous expense, for eighteen days, and from thence ten of us (Captain Woodriffe, and the officers of the Calcutta, an East Indian Colonel and his lady, who were coming home with us from St. Helena, and two gentlemen from the West Indies,) hired a carriage to bring us here: as we were escorted all the way by troops, our journey lasted 36 days, and cost us 40*l.* each. Our class (Lieutenants) is allowed 56 livres a month from the French government, which just pays our lodging.

With respect to indulgence we have no reason to complain, we have six miles in every direction round the town to walk and ride in, provided we are in town before the shutting of the gates at nine o'clock. The Captains are obliged to sign their names every five days, Lieutenants once a day, and all other prisoners twice a day. These are all the restrictions we are under, and we may lodge where we please, and as we like. The first class of society here is very good, but very extravagant; they are chiefly people of fortune, who were detained when travelling at the commencement of the war. The senior Naval English officer here is Captain Gower, late of the Shannon; then Captains Woodriffe, Lyall, Millar, Gordon, Dillon, and Walpole, and 38 Lieutenants. We have two clubs, at which we have all the French, and sometimes the English newspapers: in short, if a prisoner has health, he may spend his time pleasantly enough. There is no society between the English and the French; indeed, the latter are only a few military, and tradesmen, who have made their fortunes by the extravagance of our countrymen since the war.

MILITARY COWARDICE AND CLERICAL COURAGE.

IN the year 1745, His Majesty's ship the Lion, of 58 guns, Captain Butt, fell in with two French ships, which, after a desperate engagement, she compelled to sheer off. After the conflict, Captain Butt confined his Captain of Marines for cowardice. He had called upon him several times during the action, but he could not be found. At last some of the Midshipmen pulled him out from under a large bag of hay, with one of his corporals by him. The Rev. Mr. Leach, Chaplain of the ship, when the Captain of Marines deserted his charge, and meanly hid himself behind the hay, bravely put himself at the head of the corps, rallied them thrice on the poop of the ship, and encouraged them to behave like Englishmen, till at length he was shot dead on the spot.

LOSS OF THE LADY BURGESS, INDIAMAN.

THE following extract of a letter, from an officer of His Majesty's ship Leopard, contains the most detailed account of the Lady Burgess Indiaman, in April last, which has yet appeared:—

On the 30th of March, 1806, we dropped down to St. Helen's, with six East Indiamen, and sailed from thence on the 31st. On the 1st of April we took our departure from the Lizard, exchanging numbers with the Revolutionaire and Snapper schooner; on the 4th fell in with Sir Richard Strachan and squadron; on the 9th chased a large frigate, supposed to be Spanish, which we could have come up with, but were obliged to give up the chase, for fear of losing sight of the convoy. On the 13th we made the Salvage Islands; on the 14th the island of Palma; and on the 20th, at two in the morning, signal guns were fired from one of the Indiamen. The convoy was immediately hove to, and at day-light we discovered the Lady Burgess East Indiaman, dismasted, on a reef of rocks. We sent our boats away to save the people, but by nine o'clock she was a complete wreck, and there was a heavy surf breaking over her, which made the approach of the boats difficult, and extremely dangerous.—Thirty-eight persons, I am sorry to say, were drowned in spite of the exertions of the boats to save them. On the 21st we anchored in Port Praya Bay, St. Jago; on the 25th sailed from thence: and on the 28th, in latitude nine degrees, parted company with the rest of the convoy. On the 18th of May, on our return, we made the island of Tercera, one of the Western Islands; on the 19th spoke the Moselle frigate; on the 20th spoke the Dryad; on the 3d of June fell in with and chased a lugger 18 hours, which to our mortification proved to be a Guernsey lugger; on the 5th struck soundings; on the 7th made Portland; and anchored on the 8th at Spithead.

The passengers, &c. saved from the ship, were disposed as follows:—

On board the Nelson.—Mr. and Mrs. Dixon, two Miss Arnolds, two Miss Hardwicks, Colonel Arnold, and Mr. Wakeman, Writer.

On board the Melville.—Mr. Stevens, assistant Surgeon, Lieutenant Nook, of the 33d regiment, Mr. Simson, and Mr. St. George Ashe, Cadets.

On board the Asia.—Messrs. Patrick Brown, Asher, and Whittington, Cadets.

On board the Walthamstow.—Messrs. Pritchard, Stewart, Bradshaw, Fenter, and Gerrard, Cadets.

On board the Sovereign.—Mr. Colebrooke, Cadet, and Mr. Angus Hall, assistant Surgeon.

In the fleet, but no returns received.—Messrs. Hunter, Wilson, and Bourg.

Total loss.—Chief Mate, Purser, three Cadets, 18 of the ship's company, three soldiers, two soldiers' wives, one child, and five native women.—Thirty-four.

RECENT PRESERVATION FROM SHIPWRECK.

THE following instance of British humanity, recorded in a letter from an officer of His Majesty's ship Orpheus, merits general publicity:—

I was lately a witness to a spectacle of a most melancholy nature, and which was calculated to make a deep impression even on the minds of those who, from the nature of their profession, are more habituated than others to scenes of this description. On the twenty-fifth ult. (March, or April, 1806,) we were cruising off the coast of Norway, which, in the mildest seasons of the year, is noted for the dreariness of its climate, and the tempestuous sea that surrounds it. The fore part of the day had been tolerably fine, but towards noon the sea and wind considerably increased, and every thing indicated an approaching storm. We were soon reduced to our storm sails, and, in this situation, we observed a Danish ship, at the distance of a few miles, to be in an instant upset, and completely buried from the view of those, who but a moment before had distinctly seen her. All our feelings were, of course, interested for the safety of those, who were thus committed to the fury of the waves. Our Captain, who is humanity itself, instantly ordered the ship to be wore towards her, and though we were ourselves in a hazardous situation, not many leagues from a dangerous coast, with a furious gale blowing directly for the shore. As we approached towards the vessel, we observed her to be in a truly deplorable situation, with the bottom nearly upwards, whilst the poor fellows on board were clinging to the part out of water, and occasionally waving their hats to entreat our assistance. We had now prepared a boat, (intending to veer it empty towards her,) and stood as close to her as possible, consistent with our own safety; but had the mortification to find, that to render the poor fellows on board any assistance, was utterly impracticable. From

the tremendous sea which was running, had the two ships by any accident been brought into contact with each other, it must have been attended with the inevitable destruction of both, and our own perilous situation required that no time should be lost in getting off the shore. There was, therefore, nothing to be done, however painful the consideration, but to leave these unfortunate people to their present fate, and to seize the first favourable opportunity, if they should be fortunate enough to survive, of administering to their safety. Of this hope we were not destitute, from the buoyancy of her cargo, consisting of timber, and from the vessel having righted, though with the loss of her masts, and otherwise in a very shattered condition.

But if our feelings suffered so much in thus being compelled to let the dictates of humanity give way to those of imperious necessity, it may be easy to imagine, though hard to describe, what must have been the sensations of these unfortunate wretches, whom we observed wringing their hands in all the agony of despair, some mounted in the rigging of the remaining mast, and in the most earnest manner entreating our assistance, while the sea, with raging fury, assailed the vessel in all directions, and threatened to overwhelm them with instant destruction. The darkness of a stormy night now shrouded them from our view, and brought with it to all of us, I believe, sensations not of the most pleasant nature. The gale continued without any abatement until the morning of the second day following, when it gradually subsided into a calm. This operated greatly against our purpose, as we were now, according to calculation, 15 leagues asunder. We continued to make what progress we could. On the 5th day, at 10 A.M., we again discovered the wreck, and in an instant every possible sail was set. About noon we succeeded in bringing off these poor wretches, to the number of nine, one only of the crew having been drowned by the accident. They were pale, emaciated, and reduced to the last degree, and so benumbed with cold, as to be completely helpless. During the five days they had no sustenance whatever, except what they providentially derived from a fall of snow on the third day, and were compelled to drink sea water to allay their thirst. We had them carried down to our mess-room, and seated round a fire; they were then, by direction of the Surgeon, plentifully supplied with warm tea, bread, and butter, not thinking it at first prudent, after so long a fast, to allow them food of a grosser quality. Our next attention was directed to their clothing, and the Captain ordered them to be supplied with a warm and complete

suit each. They were then shifted, and their legs and feet bathed in warm water; and some of our honest seamen, notwithstanding the bleak state of the weather, very cheerfully resigned to each of them a bed and hammock. On the next day the limbs of some of them exhibited symptoms of mortification, but, from the care and attention of the Surgeon, the circulation was gradually restored, and in a few days we had the satisfaction to see them completely recovered, and that they were not deficient in gratitude to their benefactors. Our relief was well-timed, and even perhaps in a few hours might have come too late, as in a short time it came on to blow hard, and the vessel was at the time of our meeting with her nearly gone to pieces, and only three leagues from a dangerous reef, so far detached from the shore as to preclude every possibility of assistance from thence. This, therefore, may be considered as a signal instance of the intervention of Providence, and affords us the important lesson, that amidst the most imminent perils, we ought never to despair, but confidently to rely on the protection of Him who ruleth the earth.

FORTITUDE AND HEROISM OF A MARINE.

IN cutting out a Spanish polacre from the harbour of Seva, in 1799, by the boats of the Success frigate, a marine, who had his right arm broken by a grape shot, was asked by Lieutenant Facey, "If his right arm was not disabled?" To which he nobly replied, "Yes it was; but thank God, though he could not pull a trigger with his right, he could handle a cutlass with his left hand;" and in this situation was very active in assisting to board and carry the vessel.

EXTRAORDINARY INSTANCE OF RECAPTURE.

ON the 28th of August, 1799, was decided the following extraordinary case of a recapture, made by one English sailor and a boy, who retook the snow, Liberty, from a Prize-master and nine Frenchmen.

The facts proved upon oath were the following:—The vessel was freighted at the West Indies to London, with a cargo of cotton, rum, &c., 6000*l.* value. In the month of January, 1797, she was captured in the Bay of Biscay by a French privateer. A prize-master and nine French seamen were put on board; the only Englishmen left were Robert Cloyston, the Mate, and Oliver, a grown-up boy. The second day the Mate observed that

the French crew got intoxicated, and that they quarrelled among themselves, and most cordially hated the prize-master. The Mate consulted the boy how he should retake the ship; the latter could speak French tolerably well. Accordingly the next morning Oliver spoke to four of the Frenchmen that were the most refractory, and told them, that if they would assist to retake the ship, they should be well rewarded. The Frenchmen agreed to the scheme, and the next morning the prize-master was knocked down, and cut with an axe; the helm was taken possession of, the ship re-captured, and the other French sailors secured. When this was effected, the boy Oliver told them, if they put for a port in France they would all be put to death; and therefore, (being off Scilly,) they had better steer for Cork, where they would be safe. The ship was accordingly carried into Cork, and Mr. Cloyston acted as Master; from thence she arrived safe in the port of London.

Sir William Scott, the Judge, reviewed the whole case, and was clearly of opinion, that the applicants deserved the highest reward which the law would allow; he therefore adjudged the re-captors one sixth of the ship and cargo, together with reasonable costs.

INTERESTNG NARRATIVE.

Archangel, June 8, 1806.

INFORMATION was received here some time ago, that a ship, which, from the description, we supposed to be the Argo, Captain Kidson, had been seen by some Laplanders, on the rocks, in the White Sea, covered with ice; and that attracted by a sight so unusual at that season, they approached the vessel, and with difficulty got into the cabin, but found no soul on board. The cargo consisted of wheat in bags. These natives, on their arrival at Kola, made a report of what they had seen, and proper persons were sent from thence to learn some further particulars. We have now received a letter from a person (written on the spot) giving a detailed account of this melancholy affair.

The vessel, which from part of a journal found on board, proves to be the Argo, Thomas Kidson late Master, is lying on shore near a place called the Three Islands, the keel and sternpost are gone, and the wheat is going out through the bottom, being entirely spoiled and good for nothing, and the wreck only in a state to be burned for what iron may be saved from it.

Some of the inhabitants from the nearest settlement being employed in getting anchors, ropes, and any other stores they

could find, on shore, observed, at a little distance, a pole standing in the snow, which they removed, and the following day a dog came out of the hole, which, on seeing strangers, immediately returned; curiosity induced them to clear away the snow, and at the depth of two fathoms and a half, they discovered the dog, and the remains of four human bodies. The animal had eaten most of the flesh of three of them for its subsistence during the winter; one was entire.

It appears that the unfortunate crew having quitted the ship, and got safe on land, were unable to find any habitation, and thus perished from the inclemency of the season.

NICK NAMES.

IT is well known, that our seamen have frequently some familiar name for the Admirals they love best. Lord Howe they called *Black Dick;* Admiral Cornwallis is with them *Blue Billy;* and Sir John Thomas Duckworth they call *John-Tom.*

RUSSIAN VOYAGE OF DISCOVERY.

THE following interesting particulars, relating to this expedition, which, during its progress, we have taken frequent opportunities of noticing, are contained in a letter from Captain Krusenstern to M. Schubert, of the Royal Academy at St. Petersbugh, dated *Port St. Peter and St. Paul, June 8,* 1805:—

Our voyage to Japan has been happily accomplished, and two days ago I came to an anchor here. We sailed from Kamschatka on the 7th of September, 1804, and, as the season was so far advanced, I made it my main object to convey the Ambassador as speedily as possible to Nangasacki. During this voyage, however, I visited the quarter where two clusters of islands are marked upon some charts, under the names of "The Islands of 1664 and 1714." I kept close to that direction, but saw no land. At last, however, we descried the coast of Japan. A viol nt storm at first drove us to sea again. When it abated, we stood in for the land a second time, but found ourselves, just as we neared the coast, involved in the greatest danger by the unexpected appearance of a *typhon.* A sudden change of wind could alone have saved us, and such a change did occur as it were by miracle. In three hours more we should have been destroyed.. This tempest was succeeded by fine weather, and I had an opportunity of examining the south-

east coast of Japan. I sailed through Van Dieman's Straits. This passage is laid down in a very different manner on the French and the English charts; but, in this respect, I found both the French and the English wrong. We have, however, traced this part of the Japanese coast with an accuracy which leaves nothing further to be wished. We have measured more than 1000 angles. We discovered five islands in the Straits, and you may easily imagine how very defective all the charts of this part of Japan are. We have besides discovered several other islands and dangerous ridges of rocks, the positions of which we have correctly ascertained. We have also accurately marked the latitude and longitude of the Gottoro Islands, which are situated on the south-west cape of Gottoro, which forms the south-west point of the Japanese dominions; they are laid down with equal precision. On the 8th of October we cast anchor at Nangasacki, where we lay until the 18th of April, 1805. During these seven months I enjoyed complete tranquillity, and I did not spend the time uselessly. It is now my duty to give you a brief account of the manner in which I was employed. In concert with Doctor Horner, I first endeavoured to ascertain the longitude of Nangasacki by the moon's distance. Each of us measured more than five hundred distances. The Dutch never published any thing on the latitude and longitude of Nangasacki. The months of October, November, and December, were delightful. The weather was mild and unruffled by any storm. The winter commenced with January; the wind was then sometimes violent, and the thermometer fell to the freezing point, but there was very little snow. I have made a variety of observations on the flux and reflux of the tide. The Japanese afforded me very great assistance in drawing a correct plan of the harbour of Nangasacki. In sailing from the mouth of the harbour up to its top, we had to stop five times, and this voyage occupied three months. Bringing up in this manner, however, at five different stations, was of great advantage to us in our observations. Lieutenant Lowenstern has made an excellent collection of drawings of the different kinds of vessels we saw, with all their flags and ornaments, which vary among the Japanese according to the rank of the persons to whom the vessels belong. Baron Billingshausen has made several models of Japanese boats, and has taken a very correct drawing of a curious Chinese junk. Counsellor Tilesius has made a rich collection of fine drawings of birds, fishes, marine productions, &c. The birds and fishes have been stuffed and well prepared by Dr.

Langdorf. I wrote to you from Kamschatka, respecting my plan for making a chart of the great ocean, for which I have been collecting materials during several years. The leisure I enjoyed at Nangasacki enabled me to enlarge my ideas on this subject. I have still the plan of all the southern ocean, an extensive work, to describe. Until I return to Europe, and obtain the repose I so much desire, it will be impossible for me to proceed farther with this work. Upon receiving our orders from Iehdo, we laboured day and night to prepare for sailing. On the 17th of April the Ambassador came on board, and on the same day the Japanese, at my request, towed us nearly out to the open sea, and though every thing foreboded a storm, which indeed soon after came on, we proceeded on our voyage on the 18th. We wished much to employ the fine season in examining the coast of Japan; but as I was obliged to be at Kamschatka by the beginning of June, we could only ascertain the situation of a few more points of land. The cliffs which surround a little island near Cape Patience were the last points we saw. A great quantity of ice drove us towards the south-east. It was therefore resolved to shape our course direct for Kamschatka, to set on shore the Ambassador, who wished to proceed for Petersburgh. We anchored at last in the port of St. Peter and St. Paul. Chamberlain Resanow goes to Kadiak. This is in substance the history of our voyage for the last nine months.

FRENCH ADMIRALTY.

The following Plan of the Admiralty Establishment in France was projected some years ago; and has been confirmed by Buonaparte, since his assumption of the Imperial Crown.

The Commission of Marine has resolved upon the establishment of an Admiralty in France, and unanimously adopted the following Plan for its organization:—

ART. I.—There shall be a *Council of Admiralty* in France.

II.—The Council shall consist of a President, six Members, and a Secretary, who are to be appointed by the executive authority.

III.—The President shall have the immediate intercourse with the executive, receive its orders, and communicate the same to the Council.

IV.—The decisions of the Council are to be taken by a majority of votes. The President shall have *three* votes, except in the cases

provided by Articles VI and VII, in which he shall have but *one*.

V.—The functions of the Council of Admiralty shall be those of the present administration of marine, and of the colonies.

VI.—The Council shall be *also* the sole tribunal of appeal from all decisions of the Naval Courts Martial, Naval Councils, and all other Tribunals now in existence, or hereafter instituted for taking cognizance of offences committed in the ports or military arsenals, in the harbours, or on board ships of war.

VII.—It shall finally decide upon all suits relative to captures at sea.

VIII.—In the cases provided for by Articles VI and VII, the executive shall appoint a Commissioner, and associate with him two Lawyers, to attend the Council of Admiralty.

IX.—Pursuant to the decisions of the Council of Admiralty, except in the cases provided for by the following Article, *two* of the Members shall sign, and the Secretary shall counter-sign, all instructions, orders, and dispatches, relative to all operations whatever, military, judicial, respecting the arts, economical arrangement, and considerations relative to health, in the marine and colonial service—all brevets and commissions, plans, estimates, examinations, and approved accounts of the Cashiers, or of individuals.

X.—When specially authorized by the executive authority, the President, *singly*, shall sign the instructions given to Commanders in Chief of fleets, Commanders of separate or detached squadrons, or of ships of war—to the military or civil agents of the executive authority in the colonies, and commissions for the temporary exercise of any rank or function.

XI.—The Council of Admiralty shall organize the offices of central administration in the marine and of the colonies, and shall nominate the chiefs and other persons employed in the said offices.

XII.—The Council shall inspect, annually, all the ports, and every branch of the service therein, by delegates chosen from its members.

XIII.—It shall cause to be inspected every thing appertaining to its functions in the colonies by temporary delegates, not members of the Council.

XIV.—Members of the Council shall be eligible to appointments by the executive to the command of naval armaments. In such cases their functions as members of Council are suspended, but they can resume them on quitting such commands.

XV.—The number of members of the Council of Admiralty, situated so as to hold immediate communication with the executive authority, shall not be less than five.

XVI.—Commanders in Chief, and officers in separate commands, and officers commanding armaments, squadrons, divisions, or ships, belonging to France, shall render directly to the Admiralty an account of their voyages, &c., either on their return, or during their stay in harbours, or under any other circumstances, where the intelligence and the information they may procure shall be sufficiently important to be transmitted.

XVII.—All Captains of privateers, or Masters of merchant ships, should render similar accounts to the Admiralty at their return to the ports of France, during their stay in the ports of foreign countries, or even in the course of their cruising or voyages, as often as they may have an opportunity, and that circumstances require it.

XVIII.—The Directors of the Customs should also transmit, without delay, accounts of all the foreign merchandize and naval stores imported into any part of their respective districts, and inform the Council of the owners or consignees of the same.

XIX.—All letters, dispatches, and deliveries of accounts, heretofore addressed to the minister of marine and the colonies, shall in future be directed to the Council of Admiralty, with the exception of such as are to be addressed to the President only; all letters or documents relative to the marine and the colonies—wounded and prisoners—transactions and bargains of every description—negotiations—demands—businesses, and orders in the funds—licenses, letters of marque and reprisal, and generally relating to commerce—dispatches—marine police—execution of the relevant laws—ordonnances or regulations, &c. to the improvement of maritime institution. The signatures, as before stated, are indispensable, to give effect to and render binding the orders or dispatches of the Council of Admiralty, except those which, according to the *Tenth* Article, are to be signed by the President alone.

(Signed) BRUIX,
GANTHEAUME,
THEVENARD,
LEGER,
DUMANOIR-LE-PELLEY,
&c. &c.

AMERICAN PROCLAMATION.

AMONGST the various instances of American infatuation, which have recently come to our knowledge, the subjoined Proclamation is one of the most prominent, as it displays, in an alarming degree, the ascendancy of French principles in the United States :—

By THOMAS JEFFERSON, *President of the United States of America.*

A PROCLAMATION.

Whereas satisfactory information has been received, that Henry Whitby, commanding a British armed vessel, called the Leander, did on the 25th day of the month of April last past, within the waters and jurisdiction of the United States, and near to the entrance of the harbour of New York, by a cannon shot fired from the said vessel Leander, commit a murder on the body of John Pierce, a citizen of the United States, then pursuing his lawful vocations within the same waters and jurisdiction of the United States, and near to their shores, and that the said Henry Whitby cannot at this time be brought to justice by the ordinary process of the law.

And whereas it does further appear, that both before and after the said day, sundry trespasses, wrongs, and unlawful interruptions and vexations on trading vessels coming to the United States, and within their waters and vicinity, were committed by the said armed vessel the Leander, her officers and people, by one other armed vessel called the Cambrian, commanded by John Nairne, her officers and people, and by one other armed vessel called the Driver, commanded by Slingsby Simpson, her officers and people, which vessels being all of the same nation, were aiding and assisting each other in the trespasses, interruptions, and vexations aforesaid.

Now, therefore, to the end that the said Henry Whitby may be brought to justice, and due punishment inflicted for the said murder, I do hereby enjoin and require all officers having authority, civil or military, and to all other persons within the limits or jurisdiction of the United States, wheresoever the said Henry Whitby may be found, now or hereafter, to apprehend and secure the said Henry Whitby, and him safely and diligently to deliver to the civil authority of the place, to be proceeded against according to law.

And I do hereby further require that the said armed vessel the Leander, with her other officers and people, and the said armed vessels the Cambrian and Driver, their officers and people, immediately and without delay, depart from the harbours and waters of the United States. And I do for ever interdict the entrance of all the harbours and waters of the United States to the said armed vessels, and to all other vessels which shall be commanded by the said Henry Whitby, John Nairne, and Slingsby Simpson, or either of them.

And if the said vessels, or any of them, shall fail to depart as aforesaid, or shall re-enter the harbours or waters aforesaid, I do in that case forbid all intercourse with the said armed vessels, the Leander, the Cambrian, and the Driver, or with any of them, and the officers and crews thereof, and do prohibit all supplies and aid from being furnished them or any of them. And I do declare and make known, that if any person, from or within the jurisdictional limits of the United States, shall afford any aid to either of the said armed vessels, contrary to the Proclamation, either in repairing such vessel, or in furnishing her officers or crew with supplies of any kind, or in any manner whatsoever, or if any Pilot shall assist in navigating any of the said armed vessels, unless it be for the purpose of carrying them, in the first instance, beyond the limits and jurisdiction of the United States, such person or persons shall, on conviction, suffer all the pains and penalties by the laws provided for such offences: and I do hereby enjoin and require all persons bearing office, civil or military, within the United States, and all others, citizens and inhabitants thereof, or being within the same, with vigilance and promptitude to exert their respective authorities, and to be aiding and assisting to the carrying this proclamation and every part thereof into full effect.

In testimony whereof, I have caused the seal of the United States to be affixed (L.S.) to these presents, and signed the same with my hand.

Given at the city of Washington, the 3d day of May, in the year of our Lord, 1806, and of the sovereignty and independence of the United States the thirtieth.

(Signed) THOMAS JEFFERSON.
By the President.

(Signed) JAMES MADISON,
Secretary of State.

TO THE PRESIDENT OF THE UNITED STATES.

The Memorial of the Mayor, Aldermen, and Commonalty of the City of New York,

Respectfully showeth, that your Memorialists repose full confidence in the wisdom and patriotism of the present administration of the United States. They are sensible that the general government is disposed to afford a number sufficient, and adequate protection to every portion of the Union.

A melancholy event has taken place. This day consigns to the grave the remains of John Pierce, a fellow citizen, inhumanly and wantonly murdered by the British. Our port is blockaded, our vessels intercepted, our seamen impressed, our commerce interrupted, and our jurisdictional rights most grossly violated. A British squadron is now before our harbour, evincing a disposition to renew its outrages, and to perpetrate additional enormities.

We therefore respectfully request, that a naval force may be immediately stationed at this port, and that three or more American frigates may, without delay, be sent for our protection.

DE WITT CLINTON.

By Order of the Common Council,

T. WORTHMAN, City Clerk.

CORRESPONDENCE.

His Majesty's Ship Melpomene, Palermo, May 25, 1806.

MR. EDITOR,

IF you should think the following account of this ship, after she lost her rudder, and of the violent gale she encountered, worthy of a place in your most entertaining naval repository, it will make me very proud to see it there recorded.

With best wishes for your Chronicle,

I remain,

A CONSTANT READER.

N.B. We wish our Correspondent had taken more pains to render his MS. legible.

Journal of the Proceedings of His Majesty's Ship the Melpomene, Captain PETER PARKER, *in a violent Gale of Wind, in which she lost her Rudder.*

WE parted from the fleet of Admiral Lord Collingwood, on Sunday, the 8th of December, 1805; the Orion, Endymion, and Weazle, accompanied us. We were going to scour the Mediterranean in quest of a squadron of frigates; who, under the command of Jerome Buonaparté, were reported to have sailed from Genoa. The wind at west and W.N.W., continued pretty moderate, until the 11th of December; on which morning we captured a small Spanish settler, laden with stores, the crew of whom escaped on shore. We took her in tow for the purpose of conveying her to the Commodore, (Captain Codrington,) who was to windward; but at 11 P.M., in a violent squall, we cut her adrift to save her from sinking, and afterwards scuttled her, the Weazle in company; Cape Opneza W. by N. 10 or 11 miles; the Melpomene and Weazle were on the 9th sent in shore to intercept any vessels coming along the coast; and to try and cut out any vessels at anchor, under Cape St. Martin.—At 6 violent heavy squalls, up main-sail, with the Orion or Endymion in sight; most dreadful squalls at 8 A.M. of the 11th, in top-sails: at noon wore ship: at day-light on the 12th made Majorca, bearing N.N.W.: at 10 carried away the larboard bumpkin: 10. 30. found the main yard sprung, lowered it down, and fished it: 12th P.M. violent gales: at 2 wore and swayed the main-yard up: at 6 Cape Dragonna S.S.W. 7 leagues, Weazle in company: 13th A.M. reefed the fore-sail, Majorca in sight, to leeward: at 8, owing to the violence of the gale, and the heavy sea, bore up with the Weazle for the island, ship rolling and labouring very hard, shifted the rigging in fore and aft: 13th P. M. wore under the lee of Majorca: at 4 more moderate, reefed and set the main-sail: 14th A.M. short violent squalls, with heavy rain, thunder, and lightning, the ship labouring and straining much in every part: 14th P.M. found it impossible to keep the sea, bore up again for Majorca, passed the Weazle and a Danish brig on the other tack, (from this time lost sight of the Weazle): at 9 hove to under the lee of Majorca, Cape Pera N.W. by N. 10 miles: 15th A.M. moderate breezes: at 6. 30. filled and stood out from under the lee of the island: at 12, in a violent squall, clewed all sail up: 15 P.M. dark dismal weather, reefed and set fore-sail: at 4 a little more moderate, north part of Majorca N. by E. 5 or 6 leagues:

at 5 wore, with the most violent squalls remembered by any person in the ship, in any part of the world, the wind flying about, with thunder, lightning, rain, and sleet, braced about several times: at 7. 50. hove to on the starboard tack, wind from N. by W. to W. by N.: at 9 came on a most tremendous squall, with thunder, lightning, hail, sleet, and snow, clewed all sail up: the second Lieutenant, Mornes, had the watch: at about a quarter past 9 the main-mast was struck by lightning, with a horrid crash; the fluid exploded by the pumps, and hurt a Midshipman and one seaman: at 11. 50. a little more settled, wore and hove to: 16th A.M. wind from north to N.E., more steady: at 8 the most dark dismal weather possible, examined the main-mast, found it severely splintered in many places, particularly about the hoops, and in the wake of the main trusses, where copper had been nailed on.

16th P.M. very dark unsettled weather, the sea getting down: wind shifted to S.W. altered course to N.E. in hopes of rejoining the Orion, who we were informed was off Barcelona, by a vessel which we spoke, and who had been also spoken by the Endymion: 7. 30. very squally dark weather, close reefed the top-sails: 17th A.M. dark hazy weather, wind very unsettled, trimmed the sails several times: at 3 a breeze from the westward; at 4 squally: in top-gallant-sails, squared the yards: at 9 the course was altered, to bring the sea more under the lee bow: the sea rising violently all around us, saw land N.W. Observed whirlwinds, water spouts, and flashes of lightning in all directions; the sky dreadfully awful; clewed up, and furled all the sails, and prepared for a gale, or what landmen call a tempest: at 10. 30. the ship totally unmanageable, and labouring violently: at 11 a very heavy sea pooped the ship, stove in the dead lights, and filled the cabin with water: the main deck at this time was up to the combings of the hatchway with water, and obliged all the hatchways to be battened down: P.M. the wind increased to a perfect hurricane, with most violent thunder, lightning, and rain: at 1 the ship was struck with lightning, and our main-mast much hurt: at 2 most tremendous squalls, with rain, thunder, &c., the fore main and mizen-storm-stay-sails blew to atoms: the ship entirely unmanageable, and the sea striking her with the greatest violence in every direction, and whole seas breaking over us. At 1. 50. the stern was struck by a tremendous sea; at 2 by another; the rudder head gave way, chocked the rudder up in the rudder case, prepared to secure it with the pendants; Serjeant Milligan volunteered and

went over and cut the pendants adrift; the ship at this time labouring most violently. At 3 effected securing of the rudder with the pendants. From the time the sea pooped us, we were obliged to keep all pumps going, as, owing to the violent labouring of the ship, she leaked in every part. At 3. 30. the main-top-mast without any sail, blew in three pieces; the middle part blew a long way from the ship; the other parts hung down over the main yard. At 4 both the rudder chains gave way; hauled in the pendants; hundreds of different sorts of birds blown on board the ship. At 6, in furling the fore-sail, Frank Walker fell from the fore-yard on the best bower anchor: got him, though most violently bruised; secured all the guns, boats, &c. as well as possible. At 7 the wind a little more steady: at 9 increased as before: at 12 ship labouring violently, and making water so as to oblige all pumps to be kept going: 18th A.M. the wind shifted to N.E., the boats on the quarters were rolled in the water, filled and stove. At 4 wore, with violent rain, and tremendous thunder, lightning, and hail. At daylight found the rudder gone from the stern-post; and that during the night the sea had washed off the booms several studding sails, hammocks, clothes, &c., as, owing to the violent labouring of the ship, all the lashings broke; also found the top chest, &c. blown, cut the main-top. At 10 the Carpenter reported the main-mast sprung a few feet above the quarter-deck; sent hands up immediately and cut away the wreck of the main-top-mast, top-sail-yard, &c.: blowing so very hard, impossible to attempt saving any thing: 18th P.M. wore, the sea mountains high, ship laying to under a storm-mizen-stay-sail: at 3 got out a cable from the stern with hawsers, &c. to try and ware the ship by; but found it impossible: at 4 saw the land, Cape Gross N.E., Cape Salon N. 9 or 10 leagues, ship coming up to N. by W. off N.W. by N. At 3 struck the mizen-top-mast, and tried every method to wear without effect: the fore-stay-sail and two jibs blew to atoms, braced by, and there being now very little hopes to clear the land, cut away the cables and hawsers, ranged the other cables, and prepared for anchoring. At 9 the wind came more northerly, by which we were drifted off shore, sounded every 10 minutes in 50 and 60 fathoms muddy ground; ship labouring much.

19th A.M. a little more moderate, with a heavy swell: employed making a Pakenham's rudder: at 8 saw the Colombretes Islands, bearing W.S.W. (two points on the lee bow) 5 leagues; the decks leaking in all parts of the ship. 19th P.M. out all boats,

and made all sail on the foremast, in hopes of wearing, as we were drifting bodily down on the rocky uninhabited Colombretes. At 3. 30. found she would not wear; took in the head sails, and rounded to, prepared for anchoring. At 3. 45. anchored with the small bower, with a spring on it to cast by, in 60 fathoms, South Island W. by S.; more moderate, employed about the rudder: at 11 the wind at north, with heavy rain, freshened rapidly: veered to two cables, in hopes to ride till daylight, so as to prepare the rudder for shipping: at 12 tremendous squalls, with thunder, lightning, and rain. 20th Dec. A.M. at 1 found the ship driving, cut the cable, cast with the spring, and then cut it also: most tremendous gales. Set the storm-stay-sails, and reefed fore-sail: at 2 it cleared a little, saw the islands W.S.W.; the ship would lye no higher. In this awful state, without any chance of saving the ship, or a single life, the wind shifted in a dreadful squall, and allowed the ship to lye up S.E. for about 40 minutes, which put us clear of danger. Towards daylight the gale moderated, all hands about the rudder: at noon the land about Cape St. Martins S.W. 12 leagues. 20th P.M. wind south, with a long rolling sea, two sail in sight; employed fitting guy's pendants, &c. for the rudder; drove two eye bolts in the cap part of the rudder, so as to fit preventer guy's made of a spare messenger, in case the top chain should give way: at 2, being all ready, got it over the side: at 3. 15. succeeded in shipping it; got the guy's and pendants in at the main-deck ports, and boused it close to the stern-post; and after many hopes, and fears, found it would answer: moderate, fair, wind variable; cleared the decks, coiled away the cables, &c. At midnight sprung up a brisk gale from the westward: employed about securing the rudder. 21st A.M. ditto, fair, with rain; Armourer placed the hoops on the rudder head: found to our great joy the ship once more under command. At 7 a steady breeze from S.W.; bore up, and made sail for Malta; got up a jury main-top-mast, and set the sail close reefed. At noon Ivica S.E. 5 or 6 leagues; found the ship gripe, shortened sail in the after yards: P.M. several sail in sight; found the guy's of the rudder much chafed: fresh parcelled them: set steering sails on the foremast: at 12 fresh breezes; ship steering well; shortened sail on the foremast; wind W. and W.S.W. 22nd A.M. fair; at 3, hard gales, with rain; ship broached-to: at 8 rolling violently; during night ship steering badly: at daylight found the fore channel very badly started: got up runners and tackles, and secured the foremast: P.M. hard gales, ship steering wild,

handed the top-sails: at noon more moderate; set reefed fore-sail; ship steering very well.

23d. A.M. fresh breezes, and cloudy, set close reefed fore-top-sail; going at the rate of 12½ knots, steering well: at 8 much rain, found the starboard rudder pendant carried away, and the other much chafed; fitted new ones, and at noon hove-to and boused them tought: 23d. P.M. moderate weather: at 2 St. Peirres E. ½ N.; found the rudder messenger gone on the starboard side; hauled it in and repaired it; then found one of the top-chains gone; swept for it and repaired it: at 5. 30. bore up; violent lightning: at 6 Toro Island E. by W.; ship going 11 and 12½ knots, and steering easy. 24th Dec. A.M. hard gales and squally, with rain: at 8 found one of the starboard rudder pendants gone, got it in; then one of the links of the top chain gave way, swept for it: hove-to, and succeeded in repairing them both; bore up, and made sail. 24th. P.M. made a new spare rudder pendant; ship steering large: at 4 saw land a-head, going 12½ knots an hour: at 8 fresh breezes, Maritimo E. ½ N. 25th A.M. steering well; moderate weather, wind W.N.W.; made all sail, squally, in steering sails: 25th P.M. moderate and cloudy; ship steering well: at 4 Goza S.S.E. 5 or 6 miles; running along shore for Valetta: at 12, falling little wind, anchored in 12 fathoms off the Light House; out boats, and warped further in for the night. 26th. At 8 A.M. warped into the harbour and secured the ship: P.M. began to strip the ship; found the fore-yard sprung, and the ship very much strained.

⁂ The author of this narrative humbly hopes, that this account will show, that there are few misfortunes but can be overcome by perseverance; and that this will also hand down an example to seamen of the use of that great and noble invention the rudder planned by Captain E. Pakenham.

S. F.

MR. EDITOR,

PERCEIVING, in the *List of Ships building*, which you inserted in pages 73, 74, and 75 of the present Volume, that there are *many* omissions, and *some* inaccuracies, I have sent you the following, which I can vouch for as being correct.

NEPTUNE.

SHIPS BUILDING IN THE MERCHANTS' YARDS.

The ships distinguished thus † are expected to be launched within this year; those marked thus * have not yet been begun to be built.

Ships.	*Guns.*	*Where laid down.*
Magnificent	74	Messrs. Perry and Co.'s Yard, River Thames
Valiant................	74	Ditto, ditto, ditto.
Elizabeth	74	Ditto, ditto, ditto.
Cumberland.............	74	Mr. Pitcher's Yard, ditto.
Venerable	74	Ditto, ditto, ditto.
Marlborough	74	Barnard and Co's. Yard, ditto.
York...	74	Ditto ditto, ditto.
Sultan	74	Mr. Dudman's Yard, ditto.
Royal Oak.............	74	Ditto ditto, ditto.
†Cherub, sloop		Mr. King's Yard, Dover.
Foxhound brig..........		Ditto ditto, ditto.
†Spartan................	38	Mr. Ross's Yard, Rochester.
Aboukir	74	Mr. Brindley's Yard, Frinsbury.
Leonidas	38	Mr. Pelham's Yard, Ditto.
†Sapphire, sloop		Mr. Brindley's Yard, Lynn.
†Wanderer		Mr. Bett's Yard, Mistleythorn.
Clio, brig.............		Ditto, ditto, ditto.
Sappho, brig		Mr. Bailey's Yard, Ipswich.
Peacock, brig		Ditto ditto, ditto.
†Favourite, sloop		Ditto ditto, ditto.
†Redwing, brig..........		Mr. Warren's Yard, Brightlingsea.
†Ringdove, brig..........		Ditto, ditto, ditto.
†Recruit		Mr. Hill's Yard, Sandwich.
Royalist		Ditto ditto, ditto.
†Hyacinth, sloop		Mr. Preston's Yard, Yarmouth.
†Racoon, sloop		Ditto ditto, ditto.
†Pandora, brig		Ditto ditto, ditto.
†Cephalus, brig..........		Messrs. Custance and Co's. Yard, Yarmouth.
†Procris, brig		Ditto ditto, ditto.
†Comus	22	Ditto ditto, ditto.
Cornelia	32	Mr. Temple's Yard, South Shields.
Banter................	22	Ditto ditto, ditto.
†Pandour..............		Ditto ditto, ditto.
†Rosamond, sloop........		Ditto ditto, ditto.
Queen Mab		Ditto ditto, ditto.
Nereus................	32	Ditto ditto, ditto.
Bucephalus	32	Mr. Row's Yard, Newcastle.
†Alacrity, brig		Ditto ditto, ditto.
Raleigh, brig		Mr. Hurry's Yard, Howden Dock.
Rover................		Mr. Todd's Yard, Berwick.
Hyperion.............	32	Mr. Gibson's Yard, Hull.
Hannibal	74	Messrs. Adams' Yard, Bucklershard.
Victorious	74	Ditto ditto, ditto.
Hussar	38	Ditto ditto, ditto.
†Sabrina, sloop		Mr. Adam's Yard, Southampton.

Ships.	*Guns.*	*Where laid down.*
Prometheus, fireship		Mr. Thompson's Yard, Southampton.
Grasshopper, brig		Mr. Richard's Yard, Hythe.
Horatio		Mr. Parson's Yard, Bursledon.
Pyramus	36	Messrs. Greensward and Co's. Yard, Hichenor.
Statira	38	Mr. Guilliaume's Yard, Northam.
Blossom, sloop		Ditto ditto, ditto.
Proserpine	32	Mr. Steemson's Yard, Paul.
†Herald, sloop		Messrs. Carver and Co.'s. Yard, Little Hampton
†Tweed		Mr. Isemonger's Yard, Little Hampton.
Dartmouth	36	Mr. Tanner's Yard, Dartmouth.
Creole	36	Ditto ditto, ditto.
†Thais, fireship		Ditto ditto, ditto.
†Hesper, sloop		Ditto ditto, ditto.
†North Star		Ditto ditto, ditto.
Partridge		Mr. Avey's Yard, Dartmouth.
Tartarus, fireship		Mr. Davy's Yard, Topsham.
†Cyane	22	Mr. Bass's Yard, ditto.
†Porcupine		Mr. Owen's Yard, ditto.
†Fawn, sloop		Ditto ditto, ditto.
†Erebus, fireship		Ditto ditto, ditto.
†Lightning		Mr. Ayles's Yard, ditto.
†Garland	22	Mr. Chapman's Yard, Biddeford.
†Volage		Ditto ditto, ditto.
†Myrtle, sloop		Ditto ditto, ditto.
†Mutine, brig		Mr. Tucker's Yard, ditto
†Comet, fireship		Mr. Taylor's Yard, ditto.
†Carnalion, brig		Ditto ditto, ditto.
†Acorn, sloop		Mr. Crocker's Yard, ditto.
Minstrel, sloop		Messrs. Bools and Co's. Yard, Bridport.
Egeria		Ditto ditto, ditto.
†Philomel, brig		Ditto ditto, ditto.
Frolic		Ditto ditto, ditto.
Perseus	22	Mr. Sutton's Yard, Ringmore.
Anacreon, sloop		Ditto ditto, ditto.
Talbot		Mr. Heath's Yard, East Teignmouth.
Primrose, brig		Mr. Nickell's Yard, Fowey.
Ranger, sloop		Mr. Thorn's Yard, Fremington.
†Cutter new, not yet named		Mr. Johnson's Yard, Dover.
†Ditto, ditto		Ditto ditto, ditto.

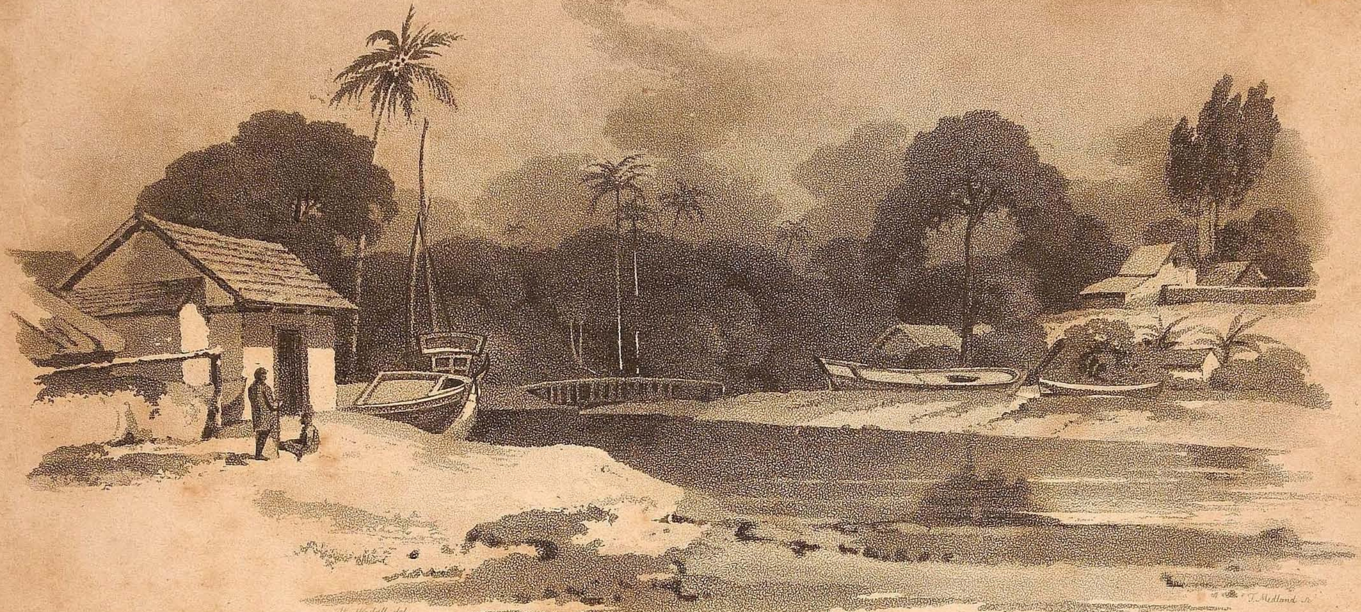
IN THE KING'S YARDS.

DOVER.

	Guns.		*Guns.*
Queen Chalotte	120	*New, not yet named	36
Bombay	74	*Ditto, ditto	
*New, not yet named			

WOOLWICH.

	Guns.		*Guns.*
Nelson	120	Invincible	
St. Domingo	74	Undaunted	38



W. Westall del. T. Medland sc.

Published 30th August 1805, by J. Gold, 103, Shoe Lane.

View looking up Coupang River, Island of Timor.

SHEERNESS.

	Guns.		Guns.
*La Forte	38	*Sloop, new, not yet named	

CHATHAM.

	Guns.		Guns.
*Howe	100	Warspite	74
*Trafalgar	98	Meleager	36
Impregnable		Iphigenia	

PORTSMOUTH.

	Guns.		Guns.
Boyne	98	Bulwark	
*Vindictive	74	*Brazen, sloop	

PLYMOUTH.

	Guns.		Guns.
*St. Vincent	120	Union	98
Caledonia		*Sloop, new, not yet named	

MILFORD.

Milford 74

Besides the above, there is a 74-gun ship building at Bombay, named Minden; two sloops and six schooners not named, and the following cutters, viz. Alphea, Alban, Barbara, Claudia, Laura, Olympia, Sylvia, Vesta, Zenobia, building at Bermuda; and the sloop Halifax, building at Halifax.

PLATE CCXI.

VIEW looking up Coupang River, Island of Timor, East Indies, from a Drawing by Mr. William Westall, brother to the Academician. Mr. W. Westall is at present resident in the island of Madeira.

This island is now in the possession of the Dutch; its principal produce consists of sandal wood, wax, and honey. There are many Chinese on the island, who carry on a considerable traffic with China in these articles, and particularly with the birds' nests, of which the Chinese make soup, and consider as the greatest of delicacies.

CORRECT RELATION OF SHIPWRECKS.*

[Continued from Vol. XV, page 330.]

No. XV.

Again the dismal prospect opens round,
The wreck, the shore, the dying, and the drown'd.

FALCONER.

NARRATIVE OF THE WRECK

OF

HIS MAJESTY'S SHIP PORPOISE,

LIEUTENANT ROBERT FOWLER, COMMANDER,

ON A REEF OF CORAL IN THE PACIFIC OCEAN, AUGUST 17TH, 1803,

And the subsequent Proceedings till the Arrival of the Crew at Canton; with a little extraneous Matter relative to the Colony of New South Wales.

BY ONE OF THE CREW.

Ille salutiferam porrexit ab æthere dextram,
Et me de rapidis per euntem sustulit undis.

A PSALMIS BUCHAN.

[Now first published.]

MR. EDITOR,

THE following pages contain merely the substance of the correspondence of the writer with his friends, after his arrival in England; which he has now exhibited in the form of a letter, and presented to the public. It was not his intention originally, to publish the wreck of the Porpoise; but when he saw it was likely to be passed over and forgot, he thought it interesting enough to merit recording; and he has, in the following narrative, endeavoured accordingly to rescue it from oblivion. He has studied to avoid prolixity as much as possible; and though he has sometimes strayed from the subject proposed, he is in hopes, nevertheless, that it will appear connected in some measure with the events as they are related. Had he been inclined to swell these pages into a volume, he might have done it with equal facility, as the circumscribed mode he has adopted. Noting circumstances minutely in the form of a diary, soon fills up pages of paper; but they are

tedious, and ill calculated to make impression on the minds of readers. With this conviction he has, in a general way, mentioned the principal occurrences on the reef, and thereby tried to avoid the perplexity and embarrassment of dates, without injury to the narrative. It has of late been usual for people appearing in print, to pass indirect compliments on themselves, by way of apologizing for want of time to polish, and scour up their style; as if in reality they were more solicitous about words than truth. The subsequent narrative, he believes, is correct in point of statement; and his meaning may every where be easily comprehended. Now-a-days, it is customary also to interlard every production with Latin quotations, else it will not be received: indeed, they seem as necessary to the selling of a book, as buckram, and stay-tape, to the filling up a taylor's bill. In compliance with form and decorum, he has availed himself of the reigning taste, and introduced a few, which he trusts will be found to be inserted in their proper places. The fondness of people for subjects of this stamp is universal; and here, they may become acquainted with a series of extraordinary good fortune, in the wreck and preservation of the crew of His Majesty's ship Porpoise.

ONE OF THE CREW.

London, October, 1804.

I AM happy, my dear friend, the delay arising from waiting for an appointment, affords me an opportunity of giving you a detail, at some length, of the wreck of His Majesty's ship Porpoise; which, with all the concomitant circumstances, displays at once a signal instance, of the benign complacency of Almighty God, and of execrable apathy in one of his creatures. Here I am, half naked and shillingless; but grateful and contented that I exist. In the Navy we have no such thing as remuneration for loss of property, and, in that respect, are much worse off than officers in the Army; for they, according to rank, have a stipulated compensation for their goods and chattels lost in the field; but to us this is denied, and with what justice, I leave you to determine. For my own part, I cannot help thinking, that the community at large is much better able to bear the expense of a few shirts and stockings, than the individual; and that the bare suffering of shipwreck in the service of one's country is quite enough, without cost and charges.

The Admiralty have a good example of liberality set them by the Head of the Army, but *in sanctos quicquam cave dicere fratres;* and if the promise of a frigate is speedily fulfilled, I shall, as a Spanish war seems inevitable, possibly get reimbursed, without costing the country a farthing. Buoyed up as I am with such hopes, I cannot think of visiting you and my other friends at present. I, in the first place, plead inability; and, in the second, am led to expect my promises realized almost immediately; so that during my absence in the North, a golden, or rather dollar opportunity might be irrecoverably lost. Think not, however, that long absence, or the scenes I have passed through, have either alienated or diminished my esteem and affection for you all. You may safely do me the justice to believe, that neither time nor place shall abate or alter my regard; and that the measure I adopt is founded on prudence, and not the consequence of neglect.

It is now time to direct ourselves to the object in view; and as I had it not in my power to transmit you an account of our last trip from Port Jackson in the Investigator, so much of it shall be selected as is necessary for what we have in hand:—Having sailed then from Sydney Cove, some time about the middle of July 1802, (for I cannot be precise to the day, being obliged to trust to memory,) we stood along the coast to the northward, for the purpose of entering the gulf of Carpentaria, after we had bestowed a little attention on the bay of Inlets; and after much difficulty and perseverance, penetrated the long extended reefs, which in a manner form a barrier to the coast of New South Wales from the ocean; lining it from the tropic to its northern extreme.—Getting into the Pacific Ocean, we had no farther trouble till we reached Murray's isles, where we again encountered the reefs, but got easily and speedily to the Prince of Wales' islands, through a passage which proved perfectly safe. Early in November, we entered the gulf of Carpentaria on its eastern side, and were surprised to find our ship very leaky, even in fine weather; but, as we had been exposed three months to a tropical sun, it was considered trifling, and in consequence only of the pitch having run from the seams of the upper works. As soon as we could find a convenient anchorage, it was determined to remedy the defects by caulking; but you may conceive our astonishment, when, on inspection, the ship was found so rotten, that the Master and Carpenter gave their opinion she was not sea worthy longer than six or eight months, and that too only in fine weather. We were disappointed and mortified to think that before the voyage was above half completed, the

ship should be the only hindrance in accomplishing our object; especially as she had been judged, from her age and build, perfectly calculated for the purpose. Here it may not be improper to observe, though I do not pretend to know any thing about ships, that I conceive the Investigator was ill constructed for a discovery ship in many respects;—she had the qualities of being roomy, and a good sea boat, but was always in boisterous weather wet and uncomfortable in the 'twixt decks from the leakage through the tier of immense ports, that had been cut in her side after she was purchased into His Majesty's service;—originally a collier, or east country ship, it was necessary, previous to her becoming a man of war, to have ports made, and as it was requisite to cut them at regular distances, it might so happen, that many of her timbers were removed, or otherwise mangled in such a manner that she was thereby weakened. This was not the only damage occasioned by the metamorphosis, for it was difficult to make that neat job of the divided parts, which would effectually prevent the water from getting among the timbers; and to a slop built vessel of green timber, the exposure to wet and dry alternately, is very soon productive of moulder and decay, especially in a hot climate. The ports were the bane of the ship, and of the voyage, and prevented us from ascertaining, with precision, the limits of the north west shores of the vast island of New Holland. When we arrived at Port Jackson, a minute survey was held on the vessel, and she was pronounced rotten past repair; in consequence of which, we were turned over to the Porpoise, in order to proceed home.

The Porpoise had been formerly a Spanish packet; was purchased by Government from the captors, and converted into a store-ship for the use of the colony of New South Wales; but having been from England three years, she wanted repair, and as the Buffalo was at the time on the station, she was appropriated for our conveyance by His Excellency Governor King, and the command of her given to Lieutenant Robert Fowler, first of the Investigator. Two ships, the Cato, and Bridgewater, both of London, were then in Sydney Cove, preparing to prosecute their voyage to Bombay, after having landed their government cargoes. The idea of abridging their passage by taking Torres Straits, was a desideratum; and as the Porpoise was about to return to England through that channel in preference to going round Cape Horn, they resolved to wait till we were ready, and take the benefit of our company to Timor. To ships bound to India from New South Wales, the way through these straits is unquestionably

of great consideration, and in every respect preferable to making the extensive circuit round New Guinea, and through the Sooloo sea. By a little care and precision in navigating the ship, the entrance may be easily found, and then every difficulty is surmounted: afterwards, it is only keeping a good look out in the day, and anchoring for the night under one of the reefs or little corally islands. It is foreign to my design, and entirely out of my sphere, to describe the course we made from Port Jackson to get into the Straits, and from thence into the Indian ocean; that however will, on the liberation of Captain Flinders from his scandalous and unheard of imprisonment at the Mauritius, be amply discussed by him; for I am persuaded he is much interested in establishing a thoroughfare through them to India; and I firmly believe, there are no more dangers through this track, than that usually made round New Caledonia. The idea of a chain of reefs stretching from abreast of Cape Capricorn to Cape York, and from thence across to New Guinea, may create alarm, and fill the mind of even a man of considerable fortitude, with unfavourable impressions, and deter him from attempting Torres Straits; but a little reflection will point out to him the preference which it possesses in regard of safety to the other. Danger is only formidable where it is unknown, and I maintain that the numerous shoals in the Pacific ocean, interspersed between Lord Mulgrave's range, and the Sandwich and Society isles, are infinitely more to be dreaded than those which are known, and expected in the route to the straits in question. Decided, however, as I am in my opinion, of this being by far the most expeditious and safe way to India, from New South Wales; yet, for ships bound to Europe, it cannot be compared with the well worn path round Cape Horn. Here we have as certain a western trade wind as that from the east within the tropics; and Cape Horn is now freed, in a great measure, from that load of obloquy, so liberally heaped on it by the masterly and eloquent pen of Lord Anson's ingenious Chaplain. It is but fair, however, to do justice to this gentleman's memory, that though he sometimes takes a poetical license, yet he, in an eminent degree, possesses that lively, animated, and picturesque mode of narration, which, without fatiguing, engages and rivets the attention of youth; on which account, few books are so well calculated for an English school, as Anson's voyage. I believe I may with safety say, that scarcely any school-boy ever read of the boisterous winds, the tempestuous seas, the intense cold, the heavy continued falls of snow, with the mortality from

scurvy, on board the Centurion while rounding this Cape, without shuddering, and tacitly resolving never to go to sea; or could resist, on reading the fascinating description of Tinian, wishing himself transported thither. Trifling as this circumstance may appear, it is conclusive with respect to Mr. Watters' merits as a writer, and does him much more credit than could be bestowed by the most lavish and studied praise. We are not so much surprised at the picture of misery he has represented of the Centurion's misfortunes at this period, because he had ample store of the most affecting incidents; but when he could, on the scanty materials Tinian afforded, weave so beautiful a piece, it may be just worth while to pause, and consider what a temple, what an elysium he would have displayed in Taheite, had he been fortunate enough to have touched at that charming island.—But it is now high time to return from our innocent digression.

Every thing being prepared for our departure, we left Port Jackson, in company with the two ships already mentioned. The first was commanded by Mr. John Park, and the other by Mr. Edwin Hanner Palmer. Our departure took place on the 10th of August 1803, when we were pleased with the prospect, though distant, of being once more in the bosom of our friends and relatives; and not a little elated at our being about to open a new road to India. Nothing material occurred, till the afternoon of the 17th, when a dry bank was observed, by the Cato to leeward, and intelligence communicated from her to us by signal. We stood towards it for a short time in the Porpoise, and then resumed our former course. Being fairly within the influence of the trade wind, we were enjoying it, strong and steady, and making rapid progress to the northward, when about ten o'clock of the same evening, breakers were discovered from the lee-bow from the forecastle, and the cry of *breakers!* was instantly given to the quarter-deck. The officer of the watch immediately had recourse to the proper steps for putting the ship round; and while this manœuvre was carrying into execution, a swivel was about to be fired, (being the signal agreed on for discovering danger at night,) to apprize our consorts of the impending danger: but the ship being then in the wind, and the swivel upon the gunwale to windward, every particle of priming was unfortunately blown off the moment the apron was removed for the purpose of applying the match; so that our attempt was frustrated.—Our situation was at this juncture awfully alarming. Foiled in our endeavours to stay the ship, and unable to communicate by signal the intelligence of

danger, we had the distressing misfortune, not only of seeing the Porpoise among the broken water, but the other two ships approaching fast to certain, and, as we thought at the moment, instant destruction.

The night dark and cloudy, with a sufficiency of wind to drive our ship along under double reefed top-sails and fore-sail, at the rate of between seven and eight knots an hour, may serve, as well to give you a right notion of our proximity to this reef, before it could possibly be discovered, as of the magnitude of the danger, and the miraculous interposition of the Divine Providence, in rescuing us from the jaws of death, seemingly ready to swallow us up. Perfectly aware of the nature of these reefs, from our having been among them the preceding year, not any of us had the most distant prospect of being saved :—we were luckily mistaken ; for, instead of those narrow ridges, with deep water on each side, and the overwhelming tides we had usually met with among reefs, we had here an extended surface, so insulated, that the current was inconsiderable. In this trying moment we did not shrink from our fate ; or, in a fit of despondency, cease one second from using every effort, not only to prevent ourselves, but our consorts, from getting on the reef. Disappointed equally in our hopes of our own ship staying, and of our being able to give timely notice of our situation by the swivel, one of the head-sails was ordered to be hoisted, and the helm put a-weather, for the purpose of trying to wear ; while, at the same time, the leaves of a book torn out, and alight, were exposed from the weather main-chains in different places, accompanied by loud shouting. This sounded the alarm to the other two ships, who by this were close up with us, and indicated to them the danger, from which they both prepared to extricate themselves with an admirable promptitude and presence of mind. The Bridgewater hauled to the wind on the larboard tack, and escaped, after having almost rubbed the Cato, and actually tailed the breakers. While we were beholding the Bridgewater in safety, and the destruction of the Cato inevitable, the Porpoise's head had payed round, which brought her broadside in a parallel with the brink of the reef ; and, in the midst of a dead silence, she struck ! The first shock was gentle ; but the following surge produced a dreadful crash ; throwing the vessel on her beam ends ; the foremast breaking at it's head, while, at the same instant, the sea was making a fair breach over us. By this time, the horror of uncertainty had in some measure vanished. That anxiety, resulting from an apprehension that the ship, after striking

again at the edge of the coral, might bound back, and go directly to the bottom, was entirely removed; we were able to appreciate the dexterous manner in which the Bridgewater was handled; and provided we held together till morning, made sure of being taken up by that ship. Nor is less credit due to the officers and crew of the Cato, for their cool and deliberate conduct at this crisis, as it was only owing to their manly exertions, that they did not get foul of the Bridgewater, and involve her in the common ruin with themselves. The same firmness, and presence of mind, which were so conspicuous in every one at the dreadful and trying moment, (for, with the exception of two men, none displayed any symptoms of pusillanimity, or terror,) began to suggest every measure for our future preservation. The Boatswain of the Porpoise, by a peculiarity of expression which I shall not repeat, showed a vigour, fortitude, and activity of mind, when matters were at the very worst, altogether unrivalled.

Measures were now concerted by Captain Flinders and Lieutenant Fowler; in consequence of which, the smallest boat was hoisted out, into which the Captain put his charts, and papers relative to the voyage, and put off from us soon after we had been on shore; under the impression of being able to reach the Bridgewater, and bring us immediate assistance. Though the ship broke a great quantity of the surf, yet it was with difficulty the boat got through; and while she struggled in the spray, there was a profound silence, the signal of hope and doubt, which was happily of short continuance, for dark as was the night, we observed they got safely into smooth water. A second boat was also hoisted out, in which a couple of petty officers, with several seamen, embarked, and penetrated the surf in safety. The largest cutter, (a six-oared boat,) which Captain Flinders afterwards went in to Port Jackson, was stowed under hatches; and it was judged imprudent to attempt hoisting her out, as the advantages attending it were considered uncertain, or at best but trifling, and not sufficient to counterbalance the risk of her getting stove in launching over the ship's side. Notwithstanding the sea continued to beat violently against us, yet as the vessel was imbedded in the coral, we had little doubt of her being either carried over the reef, or of her keeping together till morning; especially as she was now stove on the larboard side, and she appeared, from her inflexible pliancy, to sustain easily the weight of the surf. It was now deliberated what was best to be done for meeting any emergence; and though we felt equally confident of the wreck holding toge-

ther, and being to a certainty rescued in the morning, the following resolutions, dictated by prudence, and calculated on the chance of the very worst that could happen befalling us, were put in execution. From the smoothness of the water to leeward, we had every reason to believe, that like those reefs we had been among the preceding year, this was extremely narrow, and that if the tide should happen to rise much higher, and come away with the velocity we had sometimes seen it, we might, although stove and water-logged, be nevertheless precipitated by its fury over the narrow ridge, upon which, it was generally supposed we were. To render her as easy as possible, the weather lanyards of the topmast shrouds had been cut, and all three topmasts were over the side; but it was a question, whether cutting the lower masts away might not facilitate our floating over the reef, from their lightening the ship materially, and thus accomplishing what was a matter of the first importance, and what we were so anxious to guard against. Two circumstances were peculiarly favourable for securing the ship in her situation, of which we availed ourselves. The anchors were bent, and at the bows, from a full conviction of their being indispensably necessary to our safety during our run to Timor. It also luckily happened, that the main-mast was of the blue gum tree, a wood like most of the others in New South Wales, specifically heavier than water. When this was taken into consideration, it was evident, that it was the most salutary measure we could adopt, both for lightening the ship, and for preventing her effectually from starting. The anchor was therefore let go, and the masts were cut away: so completely was the ship on her broadside, that the angle formed by the masts with the surface of the water could not amount to forty-five degrees; in consequence of which, those made of fir, from the overhanging weight of the tops, were ready to break:—we easily got rid of them; but the sturdy main-mast was made of sterner stuff, and for a long time resisted the stroke of the axe, before he fell. Perhaps no wood in the world is better adapted for lower masts to small vessels, than the tall forest trees of New South Wales. Such is their tenacity, that they are required of a less circumference than those of fir; and I think I may with safety say, that one set of masts would wear out several vessels. It only remained for us, as an additional means of safety, and as the last resource within our reach, to collect all the spars, and loose pieces of wood, and construct a raft, which was soon finished.

You will hardly believe me, when I assure you, that the same

regularity of conduct, and cheerfulness of deportment, pervaded all ranks and classes, as if nothing had happened. In the great cabin, the affair was talked over by the officers, with no small share of mirth and pleasantry, after all that was able to be done for our preservation was accomplished. About midnight the sea broke with less vehemence, and we observed the tide to be on the decline; which afforded a proof, next to certain, that we must hold together till day-light, when we as certainly expected a release by the boats of the Bridgewater. Some of the people, either misled by fancy, or from a wish to keep alive hope, cried out about this time, *High land to leeward!* which, if intended as an artifice, was not only innocent, but commendable.

[To be continued.]

MARINE DESIGNS, NAVAL PORTRAITS, &c.

IN THE

EXHIBITION AT THE ROYAL ACADEMY,

M,DCCC,VI.

THE THIRTY-EIGHTH.

Nutrix Artis emulatio est.
VELLEIUS PATERCULUS, SUB FINEM, LIB. I.

The Numbers refer to their place in the Exhibition. R. A. *Royal Academician.* A. *Associate.* H. *Honorary.*

7 ONSET of the battle off Trafalgar — *R. Dodd.*
13 Fisherman's return — *J. A. Atkinson.*
23 The harbour of Muscat, in Arabia — *T. Daniell,* R. A.
26 Portrait of Captain Hardy — *S. Williams.*
38 The head of Loch Lomond, from M'Farlane's Island — — — *G. Haugh.*
39 The rock and castle of Dunbarton, on the Frith of Clyde — — — *G. Haugh.*
41 Entrance into the Trosacks and Loch Catherine, in the West Highlands — — *G. Haugh.*
46 View of the Tower, with the Enterprize tender — — *Capt. Richbell,* H.
54 Sculptured rocks at Sultaun-gunge, Bahar, on the river Ganges — — *T. Daniell,* R. A.

81 The bridge at Kilmahog, in the Pass of Lennie, and Ben Lidi in the distance — *G. Haugh.*
85 Lake of Albano — *Sir G. Beaumont*, H.
102 Fishing-boats — — *T. Clarke*, A.
107 A sea-coast, with fishermen — *Sir F. Burgeois*, R. A.
121 Dutch fishing-boats — — *W. Frost*, H.
130 View on the river Jumma, near Delhi, East Indies — — — *T. Daniell*, R. A.
134 A cutter passing the Shivering Sand Buoy *T. Thompson.*
135 His Majesty's ship Lively, Captain Hamond, engages and captures the Clara, being the rear ship of a squadron of Spanish frigates engaged by a squadron of His Majesty's frigates, off Cape St. Mary. Three of the enemy were captured, the fourth blew up — *N. Pocock.*
159 Part of Benares, on the river Ganges . *T. Daniell*, R. A.
179 A ship shortening sail, with a view of Dover. *F. Sartorius.*
182 Fall of the Rhine at Schaffhausen *J. M. W. Turner*, R. A.
206 Sea-shore: horses bathing — *E. A. Spilsbury.*
218 A scene on the Lugwy, near Capelberrig, North Wales — — — *T. Stowers.*
241 A sea-coast, with figures bargaining for fish *A. W. Callcott.*
252 The sailor's orphan, whose father lost his life by the explosion of the Queen Charlotte in the Mediterranean — — *J. Russell*, R. A.

ANTI-ROOM.

289 Battle off Trafalgar: time, near the conclusion; with a view of the four ships which escaped from the enemy's van, and afterwards taken by the squadron under Sir Richard Strachan — *R. Dodd.*
290 A calm, with figures shrimping — *A. W. Callcott.*
302 An oyster-smack in a fresh gale — *T. Thompson.*
303 The crew of the Bellisle's boat picking up the woman after the battle off Trafalgar — *S. Drummond.*
311 The Spanish frigate la Fama endeavouring to escape, having been previously engaged by the Medusa, whom she outsailed, is engaged by, and surrenders to, the Lively, Captain Hamond — — — *N. Pocock.*
314 Fisherman awaiting the return of his boat — *A. Watté.*
320 Saving from a wreck after a storm — *G. Turner.*

COUNCIL-ROOM.

327 A calm — — — *S. Atkins.*

328 The fisherman's story — — *B. Burnell.*

> "Like a black sheet the whelming billow spread,
> Burst o'er the float, and thunder'd on his head."
>
> HOMER'S ODYSSEY.

329 The cataract of Lowdore, on the Derwent water, Keswick, Cumberland — — *R. Sass.*

372 A view in the island of Madeira — *W. Westall.*

391 His Majesty's ship Leviathan, Captain Baynton, in close action with the San Augustino, a Spanish seventy-four, which she boarded and captured off Trafalgar, on the afternoon of October 21, 1805. — — *N. Pocock.*

410 Repairing a sloop on the Hampshire coast *J. Henderson*, H.

446 A sea piece, with view of Tantum, Africa — *G. Webster.*

447 A sea piece, with view of Goree, Africa — *G. Webster.*

ANTIQUE ACADEMY.

500 A sea piece — — — *Schetky.*

554 Keswick-lake, Cumberland — *E. Goodwin.*

583 Dismal ditty, or the death of Nelson — *Mrs. Wheatley.*

606 A view of West Cowes-castle, Isle of Wight *F. Dufresnoy.*

MINIATURES.

647 A frame, in which is a portrait of the late Viscount Nelson — — *G. Hounsom.*

668 Portrait of Admiral Hamilton — *G. Engleheart.*

676 The portrait of Captain Rotherham, R. N., and two others — — — *G. Slous.*

768 Portrait of the late Lord Viscount Nelson — *R. Bull.*

MODEL ACADEMY.

786 A mausoleum commemorate of the late illustrious hero, Lord Nelson — — *T. Wilson.*

787 His Majesty's ship Victory, Captain E. Harvey, in the memorable battle off Trafalgar, between two French ships of the line — *J. Constable.*

808 Design for a light-house — *J. B. Gardner.*

827 Bust of the late Lord Nelson — *C. Rossi*, R. A.

828 A perspective design for a marine villa, adapted

as a signal station, and intended as a national gift in reward for naval achievements — *G. Smith.*

830 Monument to be erected in Westminster-abbey to the memory of Captain Cooke, of His Majesty's ship Sybille, who lost his life in a severe, but successful engagement, with la Forte, a French ship of very superior force, in the bay of Bengal — — — *J. Bacon.*

869 Design for a monument to be erected in Ireland, to the memory of the late Lord Viscount Nelson — — — *S. Ware.*

871 Design for a naval church and cæmeterium *S. Benwell.*

903 Sketch of a cenotaph in honour of the late Lord Nelson — — — *J. Gwilt.*

> " ——————— There will I build him
> A monument———
> With all his trophies hung, and acts enroll'd
> In copious legend, or sweet lyric song."
>
> MILTON.

910 Captain Mudge gallantly defending His Majesty's frigate Blanche against a squadron of French men of war, July 19, 1805 — *F. Sartorius.*

922 Design for a tower, in commemoration of the late Lord Nelson, proposed to be used as a light-house and signal station — *H. H. Seward.*

930 Design for a light-house — — *J. Baber.*

937 Vase and pedestal in memory of the late Lord Nelson — — — *W. Theed.*

EAST INDIA SHIPPING INTELLIGENCE.

OUR friend Captain ———, who transmitted to us many extracts from India papers, is requested to accept our thanks for the same.

[From the MADRAS GAZETTE, 25th January, 1806.]

We are happy to announce the safe arrival of the China fleet under convoy of His Majesty's ship Blenheim in Macao roads on the 15th of December last.

The above pleasing intelligence is brought by the brig Malcolm,

Captain Fenwick, from Malacca, which arrived at Pondicherry the 21st instant.

The Malcolm left Malacca on the 3d current, and left there a Portuguese ship, which had arrived on the first of the month from China, and which saw our fleet at anchor in Macao Roads.

By the above arrival, we likewise learn, that the American ship Putnam was captured by a Malay pirate brig, on the 27th of November, and on the 28th, the Malcolm engaged the pirate and her prize off the east end of Lengin, and succeeded in beating them off.—The chief Mate of the Transfer, who was on board the Malcolm, was killed in the engagement, and one man wounded.

[From the BOMBAY COURIER, 11th January, 1806.

On Saturday evening last, His Majesty's ship Fox, Captain W. Dobbie, anchored in the harbour from Bate, whither she had proceeded, in consequence of information received of depredations having been committed to a considerable extent, by the piratical vessels of the Chiefs of Bate, Goomtee, &c. The Fox left the harbour on the 30th of November, and proceeded to Diu, where she anchored on the 2d ult. On the 6th she anchored in Bate Roads, and the following day entered the harbour. A flag of truce was shortly after sent on shore with the following summons, demanding a restitution of the British property captured.

Summons to Sederam, Rajah of the Island of Bate.

AFTER COMPLIMENTS.

1. Whereas several merchants of Surat and Bombay have represented to the Honourable Jonathan Duncan, Governor of Bombay, and the British territory in this part of India, that depredations have been committed on the trade by the boats belonging to your island, to the amount of nearly five lacs of rupees or thereabouts, and have petitioned redress for these outrages.

2. I am directed by the said Honourable Jonathan Duncan, to inform you, that it is the earnest desire of the British Government by all just and honorable means to preserve peace and amity with their neighbours: but the same principle of honor and integrity that makes them just to other nations, makes them also insist on justice being done to their own subjects: I therefore demand the restitution of the boats and goods so plundered by your people, or the full amount of their value; your immediate compliance with which will prove your desire to preserve the good understanding subsist-

ing between the two states, and remove the displeasure the outrages of your subjects have occasioned: on the contrary, if you refuse this just and equitable demand, I shall immediately consider and treat you as an enemy.

3. I have ordered the officer, who will deliver this to you, to wait two hours for your answer, which I hope and trust will be satisfactory; if it is not, I shall immediately commence hostilities, and all the blood that is shed, and damage done to your town and temples, will rest on your head.

W. H. DOBBIE.

His Majesty's ship Fox, Bate Harbour, December 7, 1805.

Articles of information respecting Bate, Aramra, Pissootra, and Gomte.

1. The Island of Bate is about five miles long, from N. E. to S. W., something in the shape of an S., with the lower part cut off; the fort is situated on the west side of it, and is in good repair; all the places injured by the Fox and other vessels in 1803, are either rebuilt or repaired; there is no ditch; the gate is on the north face; the tide flows within about thirty yards of the walls, which are about forty feet high, and appear well built of stone and chunam. A ship drawing 17 feet water can get within half a mile of it, but the passage in is very narrow and dangerous. From all that I have been able to collect, I imagine they cannot have less than two thousand fighting men on the island, and they have about thirty fighting vessels.

2. There is a passage for small vessels round the south end of Bate, and a fine muddy bay with deep water in it, between the Pissootra shore and north end of the island; but whether there is a passage for ships to come in from the northward, I have not yet been able to discover.

3. Bate is the most powerful of these petty states; to have possession of that island, appears to me the sure and only means to prevent the continuance of their piracies; it completely commands the passage to Aramra and Pissootra, that no vessel could pass to either of those places, was this island in our possession.

4. Aramra is an insignificant Fort situated about a mile up the country, which is covered all round with a high thick hedge, something like a milk hedge; there is a creek, dry at low water, that runs a long way up, but I don't know whether it goes all the way to the fort; pattamars can get pretty close to the entrance of

the creek, but for a considerable distance off it, are a great many rocks that makes it difficult of access, even to ships' boats.

5. When Lieutenant Badden was there with a flag of truce he was obliged to wait in the cutter till ¼ flood, before he could get in; he was met on the beach by about three hundred soldiers, and by what information I can collect here, they have altogether between four and five hundred, and several armed boats; it is situated on the main, bearing about west from the south end of Bate, distance from it two or three miles.

6. Pissootra is much such another place as Aramra, the fort larger, and more island, their force nearly equal, the country the same; a bank runs off the creek, that renders it inaccessible, till half flood; it is on the main, bearing about S. E. from the N. E. end of Bate, distance from it above five miles; Lieutenant Badden sounded through the Channel between Bate and it, but had not time to examine it more particularly.

7. We know little more of Gomtee, than that the ship can be anchored within shot of it without danger, and that the creek is not navigable for ships' boats till half flood; the report here is, that Gomtee maintains fifteen hundred armed men and several boats.

W. H. DOBBIE.

His Majesty's ship Fox, Bate Harbour, December 17, 1805.

HONOURABLE SIR,

1. I have the honour to enclose you a letter from the Rajah of Bate,—copy of my summons to him, and what information I have been able to collect of the force and situation of the piratical states in the neighbourhood.

2. I am happy to inform you that I have succeeded in recovering all the British property that I can discover to have been taken by the people of Bate, consisting of one ketch belonging to Surat, with her cargo of elephants' teeth, rhinoceros' horns, and hides, a kind of gum and bees wax; this the Rajah has taken a solemn oath, is all the property taken by his subjects; whether it is or not, it is impossible for me to ascertain, not having any document to prove the contrary; I have therefore received it under his sacred oath, that it is the whole, and have informed him that regular accounts of the cargo are at Bombay and Surat, and if it is discovered that he has kept back any part, the British Government will be more incensed, and certainly take this island from him. I had the misfortune to get the Fox aground in the harbour, when he sent off to offer every assistance in his power, and has supplied us with water, and sworn never more to molest any thing under English colours.

3. I sent a similar summons to Aramra; they have two Surat botellas, that they say were taken at the opening of the season, returning from Bombay, one with one hundred bars of iron in, and some articles of baggage, private property, the other in ballast. I am inclined to believe their account of the first botella, as Lieutenant Davidson of the Strombolo recollects the circumstance of a botella nearly empty, being captured by the pirates, on her return from Bombay to Surat, and that there was some baggage on board her, belonging to a gentleman at Surat, among other things a piano forte, which is now in my possession; he also thinks it probable, that the second botella might be in ballast; as I have nothing to prove the contrary, I have deemed it adviseable to receive them on the same terms I did the ketch from the Rajah of Bate; the 100 bars of iron they say, is made away with by the cooleys; and they have no means of returning an equivalent, but by restoring a third botella, captured some time ago by the Pissootra people, and sold to some Banyans residing at Aramra: as this is, without doubt, British property, though I cannot now trace to whom it belongs, or when it was taken, I deemed it for the benefit of the merchants to receive it, particularly as the situation of Aramra secures it from any molestation in my power, except burning the three botellas in question.

4. It is reported here that two botellas richly laden, have been carried into Gomtee. I am only waiting for a fair wind to proceed to that place.

I have the honour to be,
Honourable Sir,
Your most obedient humble servant,
W. H. DOBBIE.

His Majesty's ship Fox, off Jigat, Dec. 27, 1805.

HONOURABLE SIR,

1. I take the opportunity of a boat going to Surat, to acknowledge the receipt of Mr. Secretary Warden's communication of the 2d instant, and beg to inform you, that I have sent to Aramra to demand the pattamar in question. All the other property that I can discover to have been taken, is delivered up, and now in my possession, but I was obliged to use force at this place before the Rajah would acknowledge he had taken any thing; fortunately there was a man on shore who had been brought by these people a few days before, in a pattamar belonging to Salset, taken on her return from Goa to Bombay, he came down, as the boat that had been on shore with a flag of truce was putting off, and begged a passage on board.

2. Having obtained this information, I deemed it sufficient cause to commence hostilities, and opened the fire of the Fox and Strombolo on the town, which was kept up at intervals all the 21st and 22d, during which time the town was twice on fire, and great part of it laid in ruins; early on the 23d, a flag of truce came off and agreed to pay the amount of every thing that had been taken—which they acknowledge to be one cotton hoody captured last season, and two pattamars this.

3. The man who came off in the boat that was first sent on shore with a flag of truce, was the owner of the cargo of one of the pattamars; he made oath to the value of the vessel and cargo, and having no better guide, I put the same valuation on the other; the hoody and her cargo of cotton, I valued on the best information I could obtain of the average price of cotton at Bombay, and the worth of those kind of vessels there; this appeared to me the most equitable method I could pursue, and I have bills for the amount payable at Bombay—the account of it I have the pleasure to enclose.

4. I have now with me two botellas and a hoody restored by the Aramra people, and three botellas and a pattamar recaptured, and two vessels taken from the pirates. These I propose to bring with me to Bombay in a few days, and to leave the Strombolo, Lively, and large pattamars, to cruise in this neighbourhood till further orders.

I have the honour to be,
Honourable Sir,
Your most obedient humble servant,
W. H. DOBBIE.

Statement of the Value put on the Vessels (British property) captured by the Pirates of Dwarka.

One hoody taken last season bound to Bombay with cotton (name unknown), rupees - - -	1,200
Her cargo of cotton, supposed to be one hundred bales, at 75 rupees per bale - - - - -	7,500
The pattamar St. John and her cargo, as sworn to, by Vetoobah Naransanay, owner of the cargo - -	1,950
Another pattamar, name unknown, captured the beginning of this month, from Calicut bound to Bombay -	1,950
Amount of the bills, rupees, - -	12,600

W. H. DOBBIE.

TO THE GOVERNOR OF BOMBAY.

From your hearty Friends, the Adkary of Manager Sadaram, and Rajah Mooloo Maunick Somiana--from the Island of Baile, and the divine Dwarka.

After salutation, it is represented, that our armad or fleets having, through want of attention and mistake, made capture of boats and vessels of Bombay and Surat under your flag; and the merchants of those places having made representations to you thereon, upon their oaths; you, Sir, have listened thereto, and becoming greatly incensed and in wrath, have dispatched against us the very eminent and respectable Captain Dobbie, on a King's ship, called the Fox frigate, with a warlike equipment; which officer has received back from us a ketch belonging to the auspicious port of Surat, which was at Baile, and the whole cargo of which had fallen into our hands, all which property we have upon oath surrendered and delivered up; and besides this, on the part of the Dwarka-man, have we given twelve thousand six hundred rupees. Not that we had during this season made booty of property to such an amount; but that without paying the money, we could not effect our extrication; because, our Temple that has for a length of time remained permanent, was like to suffer prejudice and destruction; we accordingly paid this amount in deference to your greatness, and have got a receipt, Captain Dobbie giving us also a letter of friendship, and forbidding us to molest in any degree the vessels of the merchants of the Honourable Company's ports: which injunction is most pleasing to us; neither shall we obstruct, or think in any respect of the vessels belonging to the dominions of the Honourable Company; and when the vessels of our merchants come to your ports, you will be pleased freely to give them passports from your Government: and in the event of the Man of Aramra's taking the vessels of the merchants of the Company's ports, and not abiding by our requisitions and commands, we are by force and compulsion to cause him to deliver them up. Let your honor's mind be easy on this score. Dated the Sumbut year 1862, Gajrat Style, and the 9th of Pows-sood.

(Signed) SADARAM,
MULLOO MAUNICK-SUMIANY.
(His Mark.)

TO THE RAJAH OF DAY DWARKA.

(After compliments.)

I am now returning to Bombay, fully relying on your faithfully performing your engagements, not to suffer your subjects to molest the British Trade, and I shall be happy to communicate to the Government your peaceable disposition, and desire to establish a good understanding, by preventing the depredations of the Aramra people, for whose good conduct you, with the Rajah of Bate, will in future be held responsible.

I have given directions to the Commander of the Strombolo to receive the pattimar boat, Luxoomey, with her cargo and stores, and I trust you will use all dispatch in getting her brought round to this place, and restored for her proper owner.

W. H. DOBBIE.

His Majesty's Ship Fox, off Jigatt, Dec. 30, 1805.

[A Copy of this was sent to the Rajah of Bate.]

HONOURABLE SIR, Bombay, January 10, 1806.

I have the honour to enclose for your information, copy of my letter to your Honourable Board, dated the 27th ult., with the other papers relative to the transactions at Dwarka, and beg leave further to inform you, that I have granted receipts for the property delivered up to those people, and given three passes for merchant boats trading from thence, but at the same time have made them clearly understand, that if these passes are given to their armed piratical boats, they will afford them no protection, as our cruisers will at all times capture or destroy them whenever they meet with them outside of their ports.

I have the honour to be, Honourable Sir,

Your most obedient humble Servant,

W. H. DOBBIE.

The following Copy of the provisional Cartel agreed upon between the French and English for India, is translated from that published at the Isle of France by authority.

CARTEL.

We the undersigned, John Osborn, Commodore of a division of the ships of His Britannic Majesty, and Louis Augustus Monistrol, Chef de Battalion and Chef d'Etat Major, duly authorised, the former by his Excellency Sir Edward Pellew, Bart., Commander in Chief of the vessels of His Britannic Majesty in the East Indies; the latter by his Excellency General Decaen, Grand

Officer of the Legion of Honour, and Captain-General of the French Settlements to the East of the Cape of Good Hope, to treat of a cartel for the exchange of prisoners, and to conclude the said cartel, which shall remain in force until a general cartel be agreed upon in Europe; after having reciprocally communicated to each other our full powers, have agreed, that there shall be an exchange of prisoners conformably to the following conditions; and that as soon as the general cartel shall have come to the knowledge of either of the two parties, it shall have its full execution:

Article 1. All prisoners that have been made to the east of the Cape of Good Hope, from the beginning of the present war, whether they have been sent to any settlement of either power, or put on board a neutral ship at sea, or otherwise dismissed on their parole, shall be exchanged man for man, rank for rank, or for a certain number of common sailors as an equivalent, according to the following Table:—

RANK IN THE NAVY.		No. of Men.
ENGLISH.	FRENCH.	
Post Captain of 3 years standing, whose rank corresponds with that of Colonel,	Capitaine de Vaisseau,	15
Masters and Commanders having the rank of Major,	Capitaine de Frégate,	8
Lieutenants,	Lieutenant de Vaisseau,	6
Lieutenants, and, failing them, Midshipmen,	Enseigne de Vaisseau,	4
Midshipmen, Captains of Merchant ships, and Captains of privateers,	Aspirant de Marine, Captains of merchantmen and of privateers,	3
Mates and all Sea Officers,	Lieutenants of merchantmen, and privateers, and all other sea officers,	2
Sailors, Volunteers and others considered as common sailors,	Sailors, Volunteers, and others, considered as common Sailors,	1

2. The exchange of officers of the Army, who may have been made prisoners, shall be made according to their rank, corresponding with that of officers of the Navy.

Lascars, Sepoys, and other people of colour, are excepted from the above-mentioned arrangements. They can only be exchanged for each other, and man for man.

3. Prisoners mutually given up on parole or otherwise, except

Post Captains, Masters and Commanders, and the corresponding ranks, are declared to be exchanged, but in so far only as they are of equal rank: in consequence there must be an immediate settlement, according to which prisoners must be respectively given up, to clear the balance.

When this balance shall have been cleared, the other prisoners shall be delivered up on both sides, but always man for man, rank for rank, and in the mode above settled.

4. The prisoners sent on both sides to Europe, shall be comprised in the present exchange. It is agreed that statements of such prisoners shall be exchanged, as well as the written word of honour which each may have given on his departure.

5. Post Captains, Masters and Commanders, and officers of an inferior rank, the Captains and first officers of merchant ships above one hundred tons burthen, and Captains of privateers, three officers to each hundred men, shall be allowed to return home on parole, on engaging not to serve against the enemies of their country, till lawfully exchanged.

6. The prisoners on both sides, (not being officers,) who from wound, age, or infirmity, are incapable of serving, and children under twelve years of age, shall be sent home, without regard to numbers or the equality of the exchange.

7. Surgeons, Surgeons' Mates, Secretaries, Commissaries of Provisions, Pursers and Stewards, not ranked in the list of fighting men, as well as all passengers not belonging to the land or sea service, in whatever vessel they may be taken, shall not be considered as prisoners of war, and shall consequently be at liberty to return immediately home, without being rated in the exchange.

8. It is agreed, that the ships of each of the powers, employed as cartel ships in restoring the subjects of the other nation, shall in return, as far as circumstances permit, bring back each voyage the subjects of their own nation.

Either party may take advantage of neutral vessels which may touch at their ports, in order to return the prisoners of the other nation, provided the Captains freely and fairly consent to take charge of them.

The lists of men thus sent off, which shall be considered as founding a sufficient title for each nation to obtain from the other a number of prisoners equal to that in such list.

9. The cartel ships must have passports in the usual form. The said vessels shall bear a flag of truce: they shall have no merchandize on board, nor any thing but the provisions necessary for the crew and the prisoners.

10. Every cartel ship shall take on board, when circumstances permit, as many prisoners as she can conveniently carry. The prisoners shall be well treated on both sides during the passage.

11. It is agreed that every six months accounts of the exchanges shall be reciprocally communicated, and the balance shall be paid with the least possible delay, to that one of the two nations to whom it is due.

12. The exchange shall continue to take place in the manner settled by this cartel, for the prisoners who shall not have been comprehended in the first account, as well as for such prisoners as may hereafter be made, until either of the two Governments may think fit to put a stop to it; in which case, the party that would put a stop to it shall immediately send the number of prisoners necessary to discharge the balance of the exchanges that have taken place up to that period.

Dated on board His Britannic Majesty's ship the Tremendous, off the Isle of France, 20th Messidor, in the year 13, *or* 15*th July,* 1805.

(Signed) JOHN OSBORN, MONISTROL.

Ratified by Decaen, on the 13th July, 1805.

NAVAL LITERATURE.

NAUFRAGIA, *or Historical Memoirs of Shipwrecks, and of the providential Deliverance of Vessels, by the Rev.* JAMES STANIER CLARKE, *F.R.S., Chaplain of the Household, and Librarian to His Royal Highness the Prince of Wales.* 12mo. pp. 421.

THE works, in which Mr. Clarke has been long engaged, as noticed in our preceding Volumes, must have enabled him to impart additional value to this Naufragia, of which *this*, the present, is only the first Volume. A second, as we learn from a late advertisement, is just published, and the whole of these historical memoirs, when complete, will be comprised in about four Volumes.

Previous to this interesting publication, we had no work in Naval Literature, which could in the least be opposed to the French *Histoire des Naufrages;* published at Paris in three

octavo Volumes, by an anonymous *Avocat*, M. D———, in which the narratives of our unfortunate countrymen were garbled, as usual, by the French. Many of these are now become extremely rare, and can only be found in collections of great value and high price, as those of Hakluyt, Purchas, and Churchill. All of them must be familiar to our author, and have not been forgotten. It is however impossible to form any correct opinion of a work of this nature, of which only a small part is yet published. We shall at present therefore do little else than state the contents, and give an extract from the shipwreck of Captain Flinders, as detailed by Mr. C., from M.S.S. and other information, furnished by the officers.

In order to relieve the uniformity and misery of a continued detail of shipwrecks, our author commences with a dissertation on Alexander Selkirk, and on the real author of Robinson Crusoe; who, according to the following letter, which appeared in the 58th Volume of the Gentleman's Magazine, (Part I, page 208,) was no less a person, than an Earl of Oxford.—This assertion, we believe, has more of truth in it than may be supposed: but our author must expect to meet with many sceptics, and probably among the Scotch some angry ones, who will naturally stand up for the honour of their countryman De Foe. The letter is as follows :—

MR. URBAN, *Dublin, February 25.*

IN the course of a late conversation with a Nobleman of the first consequence and information in this kingdom, he assured me, that Mr. Benjamin Holloway, of Middleton Stony, assured him, some time ago, *that he knew for fact*, that the celebrated romance of Robinson Crusoe was really written by the Earl of Oxford, when confined in the Tower of London; that his Lordship gave the manuscript to Daniel De Foe, who frequently visited him during his confinement; and that De Foe, having afterwards added the second Volume, published the whole as his own production.—This anecdote I would not venture to send to your valuable Magazine, if I did not think my information good, and imagine it might be acceptable to your numerous readers; notwithstanding the work has heretofore been generally attributed to the latter,

Besides the remarks on Robinson Crusoe, that are properly introduced into an history of shipwrecks, the reader's attention is also occasionally relieved by an account of the singular preservation of Robert à Machin, which, according to the testimony of history, led to the discovery of Madeira; and by the now scarce and extraordinary narratives of Pierre Viaud, and Captain Richard Falconer. The first, though of dubious authority, had experienced a very extensive sale in France, before Mrs. Griffith gave it to the English reader in her translation; and the second, though a romance similar to that of Crusoe, abounds with so many interesting passages, and has been so much admired, that it certainly merits a place in a Volume, where the romance of Crusoe, whom our author styles, "The venerable recorder of the shipwrecked narrative," has been discussed.

The following articles will prove that Mr. Clarke, in the remainder of this little Volume, has not spared the labour of reference to very scarce books: for none of these articles are selected from the public prints, or magazines of the day; or from recent publications. The shipwreck of Sir Humfrey Gilbert, in 1583, was written by Master Edward Haies, and is given by Hakluyt. The perils endured by George Earl of Cumberland, 1586-1598, is taken from the rare collection by Purchas; as is also Henry May's shipwreck upon the Isle of Bermuda, 1594; which is referred to by the commentators on Shakspeare's Tempest.—The loss of the Tobie of London, 1593, is from Hakluyt, and we cannot refrain from giving our readers the following passage, descriptive of the character of sailors at that remote period;—

> But seeing nothing but present death approach, (being so suddenly taken that we could not make a raft which we had determined,) we committed ourselves unto the Lord, and beganne with doleful tune, and heavy hearts, to sing the twelfth psalme—*Helpe Lord, for good and godly men, &c.* Howbeit, before we had finished foure verses, the waves of the sea had stopped the breathes of most of our men.

The melancholy shipwreck of the Captains James Knight,

George Barlow, and David Vaughan, on Marble Island, in Hudson's Bay, 1719, is reprinted from Hearne's Journey, published during 1795, in a quarto volume. The distress of these poor sufferers could not well be exceeded: "Two survived many days after the rest; and frequently went to the top of an adjacent rock, and earnestly looked to the south and east, as if in expectation of some vessels coming to their relief. After continuing there a considerable time, and nothing appearing in sight, they sat down close together, and wept bitterly. At length one of the two died; and the other's strength was so exhausted, that he fell down, and died also, in attempting to dig a grave for his companion."

We have now noticed some of the principal contents of this Volume, which is printed closely throughout. An Appendix is subjoined, with an account of Bamborough Castle, the celebrated asylum for shipwrecked mariners; and also of the origin of Mr. Greathead's Life-boat. A Frontispiece is prefixed to the whole, from an original drawing by Mr. W. Westall, representing his own and shipmate's situation on a coral reef, in lat. 22° 11′ south, and longitude 155° 13′ east.

Naval Poetry.

The heart's remote recesses to explore,
And touch its Springs, when Prose avail'd no more.

FALCONER.

ODE ON HIS MAJESTY'S BIRTH-DAY,

JUNE 4, 1806.

WRITTEN IN THE FORT OF BITCHE.

By an English Prisoner.

WHEN shall the rage of Battle cease?
When discord wave her torch no more?
The troubled world again have peace,
Nor Britain's thunder longer roar?
That thunder, which from Pole to Pole,
Achieves her vengeance on the foe;
And wide as ocean's billows roll,
Proclaims the charter fate decrees,
That her's the empire of the Seas,

That Heaven itself has will'd it so!
But not till humbled pride confess its fear,
Not till her foes in suppliant guise appear,
Shall e'er Britannia court her hostile spear.

And still to war's tumultuous sound,
Her Loyal Sons approach the Throne;
A Chief belov'd they rally round;
Their homage pay to worth alone.
Their Sov'reign's Natal Day with loud acclaims they greet;
And lay a Nation's off'ring at his feet.

And, hark! the song of triumph swells;
And loud and louder still the strain,
Of deeds of high renown it tells:
Of trophies gather'd on the main!
Whilst fame impatient flags her mighty wing,
To hail the triumphs of a Patriot King.

But, ah! what mean the alter'd looks I see?
This solemn pomp that damps the general glee;
What sounds of anguish! heaves her breast a sigh,
And lo! a tear bedims Britannia's eye.
A sorrowing group appears. Demure and slow,
Sad moves their footsteps to the cries of woe.
Lugubrious notes our joyous Pœans drown,
And mournful Cypress wreathes the laurel crown.

Ah! Victory dearly bought! that simple life
More than out-weighs the glory of the strife.
How oft has Ocean seen the Hero stand,
Dispensing fate as with Almighty hand!
Seen him from fortune snatch the doubtful prize,
And drag the fickle goddess from the skies!
Witness that dreadful day which frighten'd Nile,
And drove his waters back with rude recoil!
Witness the passage wrested from the Dane,
By showers of red hot shot oppos'd in vain!
Witness Trafalgar!—from thy craggy height
Ocean himself with horror view'd the fight!
How awful is the cannon's thund'ring roar!
What scenes of carnage! and what floods of gore!
There falls the Hero!—Mortal is the wound,
But falls victorious, and with laurels crown'd!

Sleep, honour'd shade! in sweet repose,
  Recorded in the Muse's Lay,
The debt a grateful nation owes,
  A grateful nation will repay.
And thou, O King! lament his death,
  Yet deem not all thy Worthies slain;
If gallant Heroes yield their breath,
  Heroes as gallant still remain.
Yes, Nelson's Fame shall kindred bosoms fire,
Nelson's example glorious deeds inspire,
And warriors yet unborn become what they admire.

And lo! thy arms new triumphs grace:
  In ev'ry Sea thy Navies ride;
In ev'ry Sea thy foes they chase
  And pull down Gallia's impious pride.
And see! from India's distant climes,
  Another wreath thy heroes bring,
And Linois' name adorns my rhymes,
  To swell the pomp of Britain's King.

Long o'er a willing people reign,
  Their King! their Father! and their Friend!
With vig'rous arm thy rule maintain:
  With vig'rous arm their rights defend.
And oh! permit a hapless band,
  In foreign bondage doom'd to groan
Well-wishers to their native land,
  And firm supporters of thy throne.
Permit them in their Sov'reign's praise,
Aloud their joyful voice to raise,
  To join in nation's vows a nation's pray'r,
  That for its Prince invokes the Heav'nly care.

Ah! when shall tyranny and fraud
  To milder sentiments give way?
When crimes no longer stalk abroad,
  And triumph in the face of day?
Ah! when shall Gallia break her chain?
When odious factions cease to reign?
When shall the captive home return,
And incense on his country's altar burn?
When shall the proud Usurper headless fall,
And one grand sacrifice atone for all?

Then, nor till then, may Europe hope for Peace;
Then may the trade of human carnage cease.
Then France regen'rate better prospects bring,
And *be* what *Britain is*, when George is King.

WAR SONG.

WRITTEN IN MAY 1803, BY THE REV. R. MANT, M.A.

(*From Poems published in* 1806.)

ANOTHER indignity was offered to this Country in the communication of the First Consul of France to the Legislative Body: in this communication he presumes to affirm, in the character of Chief Magistrate of that Country, "*That Great Britain cannot singly contend against the Power of France.*" His Majesty's Declaration, 1803.

BOW, Britons, bow the haughty head!
Bend, Britons, bend the stubborn knee!
Own your ancient virtue fled,
And know not that ye once were free.
Think not, as your fathers taught;
Speak no more, as Britons ought;
Act no more the Briton's part,
With valiant hand and honest heart;
What indignation bids you feel,
Dare not, dare not to reveal;
Tho' Justice sharpen, dare not grasp the lance,
Nor single-handed tempt the might of France.

Me Holland, Italy obey:
Her breast with many a war-wound gor'd,
And crush'd beneath my iron sway,
Me Helvetia owns her Lord.
Boast not then your fleets, that sweep
The eastern and the western deep;
Boast not then your sea-wash'd land,
Rampart-girt by Nature's hand;
Fleets and billows stay not me—
Then bow the head, and bend the knee:
Britons no more your rival ranks advance,
Nor single-handed dare to cope with France.

Yes! as our Albion's root-bound Oak,
Stoops to the Tempest, we will bow:
Yes we will bend, as the tall Rock,
Mocking the wave that chafes below.
Now by the sable Prince imbrued,
One and again in Gallic blood;
By the laurels, that entwine
Harry thy helm, and Marlborough thine;
By our Chiefs on Nilus Tide,
Him who triumph'd, him who died;
By him whom Acon's turrets raise
To Lion-hearted Richard's praise;
Yes we will still our rival ranks advance,
And single-handed brave the might of France.

Come then, come thou Consul King!
Launch thy Navies, arm thine Host,
And beneath night's fav'ring wing
Thy banners plant on England's coast:
Come, but hope not to return,
Here other thoughts thou soon shalt learn;
Shalt feel, that Britons still may claim
The labours of the British Name;
Can fearless still maintain their stand,
On British as on Syrian Land:
Still rise superior to the Sons of Chance,
Still single-handed crush the pride of France.

NAVAL HISTORY OF THE PRESENT YEAR, 1806.

(July—August.)

RETROSPECTIVE AND MISCELLANEOUS.

THE gigantic power of NAPOLEON has nearly reached its *acme*; its progress has been rapid and astonishing, but its *Decadence* is inevitable: though all the paralyzed Powers of Europe, with the exception of England and Sweden, seem eager to prostrate themselves before this obscure upstart; the meanness of his origin, and his great defects both as a legislator and a statesman, bespeak the interference of a higher Power, who has wonderfully chosen a being equally inimical both to God and man, to bring forward some of the most astonishing revolutions that history has ever recorded; the downfal of Papal and Mohammedan tyranny will probably be soon accomplished under his directions; until at length exhausted by a restless ambition, and the delusion of universal monarchy, the mighty fabric will totter to its centre, and the Peace of Europe be at length settled on a permanent basis.

But we fear the period is not yet arrived for this blessed event: it seems pro-

bable that before this overwhelming besom of destruction is arrested, many of the European Powers will be annihilated. Germany and Spain seem approaching to the vortex in which they will be engulphed. The vast continent of South America, whose inhabitants have so long been galled by the heavy and iron rod of their oppressors, is about to regain its station among the nations; and the wrongs of Montezuma, and the cruel insults of the mild and unoffending Mexicans, will be avenged. The slow but certain progress of Christianity tends to confirm this opinion. The change that has taken place in Russia will not add to its stability, or renown. A French faction has prevailed, and produced the following change:—

St. Petersburgh, July 26. M. Von Novosiltzoff has, on his petition, received a dismissal from the office of Colleague of the Minister of Justice, and is appointed Senator, with the continuance of his remaining offices.

The Ministry is now organized in the following manner:—

1. Minister for Foreign Affairs, Baron Rudberg; his Colleague, Count Soltikoff.

2. Minister of Justice, Prince Lapuchin.

3. Minister for the Home Department, Count Kotschuply; his Colleague, Count Stroganoff, at present Ambassador at the Court of London.

4. Finance Minister, Count Wasilieff; his Colleague, the Domestic Counsellor Golubzoff.

5. Minister of Commerce, Count Romanzoff.

6. War Minister, General Wasmitinoff.

7. The Minister of Marine is not yet appointed. Vice-Admiral Tschitschagoff, the Colleague of the Minister of that department, manages the business.

The Duke of Clarence's birth day, August 21, was celebrated with much splendour at his Royal Highness's house at Bushy Park. The Prince of Wales, the Dukes of York, Kent, Sussex, and Cambridge, were present. After Dinner a box was introduced, and placed on the table. It contained two pieces of the deck of the Victory, about 18 inches long, cut from the spot where Lord Nelson fell, and stained with his lamented blood. The box contained a chain-shot weighing 103lb., fired from one of the enemy's ships, and also some fatal splinters of the Victory. The chain-shot consisted of two balls, with a bar of iron between. The bar was bent into a bow. A solemn pause ensued, when the Duke endeavoured to disperse the gloom by giving the following toast:—"May every British Seaman do his duty; and every British Officer prove a Nelson."

Much speculation is excited by the circumstance of Lord St. Vincent going southward, and the assembling of a considerable squadron off the Tagus.—This, joined to the report that one of the expeditions is to touch there, gives rise to a supposition that some object is in view, of which, hitherto, no suspicion has been entertained.

FIRE AT WOOLWICH.

About one o'clock in the morning of the 20th August, a fire was discovered on board the Dover, a ship fitted up for temporary marine barracks, and lying alongside the dock-yard wharf, at Woolwich. In half an hour she was in one complete blaze, and by three o'clock was burnt to the water's edge. His Majesty's ship Dover, of 44 guns, had been prepared as a floating barrack for the new division of marines, called the Woolwich Division, and was placed alongside the upper end of that town, near to the mast houses, close to the quay.—From the quay to the ship was a platform, which made the vessel quite easy of access, and in every sense as commodious as land barracks. On board of this vessel were generally from three to four hundred of the Woolwich division of marines, with a proportionate number of officers. About half past twelve o'clock on Wednesday morn-

ing, the centinel on the poop of the ship gave the alarm of fire, which was passed to the dock-yard. The fire-bell was rung, and immediate relief and assistance were afforded to those on board, who were in number about 120 men, 50 women, and half as many children. About two o'clock the Dover was in flames from stem to stern, but before this almost the whole of those on board had effected their escape. Such a scene of distress has been seldom witnessed; men were seen dragging their wives out of the port holes, while mothers were heard screaming for their children; others, half burnt, were seen leaping from the ship to the shore, A serjeant's wife threw her infant out of a port-hole, and jumped after it herself into the mud, it being low water, and both are saved. Only one man suffered, who had been seen out of the ship, and is supposed to have returned to save something.

AMERICA.

The following is an accurate Account of the Wealth, Resources, Population, &c. of this country, during the years 1804 and 1805.—It cannot but be interesting to our readers.—

	1804.	1805.
Free persons, including Louisiana . .	5,000,000	5,154,000
Slaves, increase near $1\frac{1}{2}$ per cent. an. .	909,290	1,209,004
Total population	6,000,000	6,180,000
Total increase in each year	228,582	180,000
Persons to each square mile	3	3
Improved lands	38,030,000	39,400,000
Cultivated land per acre . . . . D	6 00	6 25
Lands in their natural state per acre. D	2 15	2 20
Militia	1,050,000	1,100,000
Navy { Vessels	20	24
Navy { Guns	560	574
Seamen	64,000	66,000
European Emigrants	5,000	4,600
Merchandize imported . . . . . . D	80,000,000	96,000,000
Domestic produce exported . . . D	40,477,879	42,087,000
Total exports . . . . D	77,069,074	90,656,021
Tons merchant vessels (1803 & 1804) .	1,107,323	1,443,455
Average labour per day	D 0 75	0 75
Impost on merchandize and tonnage (1803 and 1804)	10,479,417	11,295,565
Total receipts (ibid)	11,004,097	11,826,300
Civil list and contingencies (ibid) . .	576,748	674,795
Total expenditure (ibid)	11,158,933	12,612,112
Metalic medium	17,500,000	18,000,000
Bank Notes in circulation	14,000,000	15,000,000
Banking Capital	39,500,000	43,000,000
Number of Banks	69	72
Nominal public debt	97,939,026	97,232,006
Active Sinking Fund and reimbursements deducted	20,208,048	25,406,958
Custom-house bonds and cash in the Treasury	16,500,000	18,000,304
Number of acres sold to pay the public debt, at 2 to 6 dollars per acre . . .	1,293,336	1,912,602
Proceeds of sales . . . . D	2,383,509	4,126,462

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

[Continued from page 86.]

ADMIRALTY-OFFICE, JULY 29, 1806.

Copy of a Letter from the Right Honourable Lord Keith, K. B., Admiral of the White, &c., to William Marsden, Esq.; dated on board the Edgar, off Ramsgate, 27th July, 1806.

SIR,

I HAVE the satisfaction of transmitting, for their Lordships' information, a copy of a letter which I have received from Captain Lavie, of His Majesty's ship the Blanche, acquainting me with the capture, in the latitude of the Ferroe Islands, of the French frigate le Guerrier, one of the enemy's squadron that has been harassing our ships employed on the Greenland fisheries.

Their Lordships will have great pleasure in observing, from the list annexed to Captain Lavie's report, that in consequence of his good conduct, this large frigate has been carried with very little loss on our part, and that he speaks in terms of high commendation of Lieutenant Davies and the rest of the Blanche's officers and ship's company.

I have the honour to be, &c.
KEITH, Admiral.

His Majesty's Ship Blanche, Yarmouth Roads, July 26, 1806.

MY LORD,

I have the honour to acquaint you of my return to Yarmouth Roads, having in company le Guerrier French frigate, commanded by Monsieur Hubert, (of the legion of honour,) whom I captured on the 19th instant, in lat. 62 deg. N. off the Ferroe islands, after a sharp contest of forty-five minutes.

Le Guerrier is of the largest class of frigates, mounting fifty guns, with a complement of 317 men, but these were soon sadly reduced by our destructive fire, and the ship has also suffered very severely, while the damages of the Blanche are confined to the topmasts, rigging, and sails.

It now becomes a pleasing duty to beg you to recommend Lieutenant Henry Thomas Davies to their Lordships' notice, and to speak in terms of respect of his general good conduct, as also of Lieutenants Bastin and Allan; of Mr. Robertson, the Master, and Lieutenant John Campbell, of the marines.

The warrant officers, midshipmen, and ship's company, are likewise entitled to my warmest praise. Underneath you will observe the list of killed and wounded.

I have, &c. THOMAS LAVIE.

Blanche.
None killed.

Wounded.

Lieutenant Bastin, not dangerously; Thomas Wilkinson, James Wilkins, marines, not dangerously; George Morley, marine, dangerously.

Le Guerrier.
Twenty killed, thirty wounded; ten dangerously.

T. LAVIE.

The Right Honourable Admiral Lord Keith, &c.

The following Letter from Rear-Admiral Sir William Sidney Smith, addressed to Vice-Admiral Lord Collingwood, has been forwarded to the Admiralty in his Lordship's Letter of the 2d instant.

MY LORD, *Pompée, at Anchor, off Sealia, May 24, 1806.*

I arrived at Palermo in the Pompée on the 21st of last month, and took on me the command of the squadron your Lordship has done me the honour to place under my orders. I found things in the state that may be well imagined on the government being displaced from its capital, with the loss of one of the two kingdoms, and the dispersion of the army assembled in Calabria. The judicious arrangement made by Captain Sotheron of the ships under his orders, and the position of the British army under Sir John Stuart at Messina, had however prevented further mischief.

I had the satisfaction of learning that Gaeta still held out, although as yet without succour, from a mistaken idea, much too prevalent, that the progress of the French armies is irresistible. It was my first care to see that the necessary supplies should be safely conveyed to the Governor. I had the inexpressible satisfaction of conveying the most essential articles to Gaeta, and of communicating to his Serene Highness the Governor (on the breach battery, which he never quits,) the assurance of further support to any extent within my power, for the maintenance of that important fortress hitherto so long preserved by his intrepidity and example. Things wore a new aspect immediately on the arrival of the ammunition, the redoubled fire of the enemy with red hot shot into the mole (being answered with redoubled vigour) did not prevent the landing of every thing we had brought, together with four of the Excellent's lower deck guns, to answer this galling fire, which bore directly on the landing place. A second convoy, with the Intrepid, placed the garrison beyond the immediate want of any thing essential, and the enemy from advancing his nearest approaches within 250 yards, was reduced to the defensive in a degree, dreading one of those sorties which the Prince of Hesse had already shown him his garrison was equal to, and which was become a much safer operation, now that the flanking fire of eight Neapolitan gun-boats I had brought with me, in addition to four His Highness had already used successfully, would cover it, even to the rear of the enemy's trenches. Arrangements were put in a train for this purpose, and according to a wise suggestion of His Serene Highness, measures were taken for the embarkation of a small party from the garrison to land in the rear of the enemy's batteries to the northward.

I confided the execution of the naval part of this arrangement to Captain Richardson, of His Majesty's ship Juno, putting the Neapolitan frigate and gunboats under his orders. His Serene Highness possessing the experience of European warfare, and a most firm mind, having no occasion for further aid on the spot, I felt I could quit the garrison without apprehension for its safety in such hands, with the present means of defence, and that I could best co-operate with him by drawing some of the attacking force for the defence of Naples. I accordingly proceeded thither with the line of battle ships named in the margin*. The enemy's apprehension of attack occasioned them to convey some of the battering train from the trenches before Gaeta to Naples. The city was illuminated on account of Joseph Buonaparté proclaiming himself King of the Two Sicilies! The junction of the Eagle made us five sail of the line, and it would have been easy for their fire to have interrupted this ceremony and show of festivity; but I considered that the unfortunate inhabitants had evil enough on them; that the restoration of the capital to its lawful Sovereign and its fugitive inhabitants would be no gratification if it should be found a heap of ruins, ashes, and bones, and that as I had no force to land and keep order, in case of the French army retiring to the fortresses, I should leave an opulent city a prey to the licentious part of the community, who would not fail to profit by the confusion the flames would occasion; not a gun was fired; but no such consideration operated on my mind to prevent me dislodging the French garrison from the island of Capri, which, from its situation, protecting the coasting communication southward, was a great object for the enemy to keep, and by so much one for me to wrest from him. I accordingly summoned the French Commandant to surrender: on his

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* Pompée, Excellent, Athenien, Intrepid.

non-acquiescence (see the annexed correspondence,) I directed Captain Rowley, in His Majesty's ship Eagle, to cover the landing of marines and boats' crews, and caused an attack to be made under his orders. That brave officer placed his ship judiciously, nor did he open his fire till she was secured, and his distance marked by the effect of musketry on his quarter-deck, where the first Lieutenant, James Crawley, fell wounded, and a seaman was killed; although Captain Rowley regretted much the services of that meritorious officer in such a critical moment, he has since recovered.

An hour's fire from both decks of the Eagle, (between nine and ten o'clock,) with that of two Neapolitan mortar boats under an active officer, Lieutenant Rivera, drove the enemy from the vineyards within their walls, the marines were landed, and gallantly led by Captain Bunce; the seamen in like manner, under Lieutenant Morrell of the Eagle, and Lieutenant Redding of the Pompée, mounted the steps; for such was their road, headed by the officers, nearest to the narrow pass by which alone they could ascend. Lieutenant Carrol had thus an opportunity of particularly distinguishing himself. Captain Stannus commanding the Athenien's marines, gallantly pressing forward, gained the heights, and the French Commandant fell by his hand: this event being known, the enemy beat a parley, a letter from the second in command claimed the terms offered, but being dated on the 12th after midnight, some difficulty occurred, my limitation as to time being precise; but on the assurance that the drum beat before twelve, the capitulation annexed was signed, and the garrison allowed to march out and pass over to Naples with every honour of war, after the interment of their former brave Commander with due respect. We thus became masters of this important post. The enemy not having been allowed time to bring two pieces of heavy cannon, with their ammunition, to Capri, the boat containing them, together with a boat loaded with timber for the construction of gun-boats at Castilamare, took refuge at Massa, on the main land opposite to the island, where the guard had hauled the whole upon the beach, I detached the two mortar boats, and a Gaeta privateer, under the orders of Lieutenants Faliverne and Rivera, to bring them off, sending only Mr. Williams, Midshipman of the Pompée, from the squadron on purpose to let the Neapolitans have the credit of the action, which they fairly obtained; for, after dislodging the enemy from a strong tower, they not only brought off the boats and two thirty-five pounders, but the powder (twenty barrels) from the magazine of the tower, before the enemy assembled in force.

The projected sorties took place on the 13th and 15th in the morning, in a manner to reflect the highest credit on the part of the garrison and naval force employed. The covering fire from a fleet was judiciously directed by Captains Richardson and Vieuna, whose conduct on this whole service merits my warmest approbation. I enclose Captain Richardson's two letters, as best detailing these affairs, and a list of the killed and wounded on the 12th.

On the 19th ult. the boats of the Pompée, under Lieutenant Beaucroft, brought out a merchant vessel from Scalvitra, near Salerno, although protected by a heavy fire of musketry. That officer and Mr. Sterling distinguished themselves much. The enemy are endeavouring to establish a land carriage there to Naples.

On the 23d, obtaining intelligence that the enemy had two thirty-six pounders in a small vessel on the beach at Scalea, I sent the Pompée's boats in for them; but the French troops were too well posted in the houses of the town for them to succeed, without the cover of the ship. I accordingly stood in with the Pompée; sent a message to the inhabitants to withdraw: which being done, a few of the Pompée's lower deck guns cleared the town and neighbouring hills, while the launch, commanded by Lieutenant Mouraylian, with Lieutenant Oats, of the marines, and Mr. Williams, drove the French, with their armed adherents, from the guns, and took possession of the castle, and of them. Finding, on my landing, that the town was tenable against any force the enemy could bring against me from the nearest garrison in a given time, I took post with the marines; and, under cover of their position, by the extreme exertions of Lieutenant Carrol, Mr. Ives, Master, and the petty officers and boats' crews, the guns were conveyed to the Pompée, with twenty-two barrels of powder.

I have the honour to be, &c.

W. SIDNEY SMITH.

On board His Majesty's Ship le Pompée,
11th May, 1806.

SIR,

Before I make a regular attack, which must necessarily reduce an insulated and irregular fortress without works, I have thought proper, according to the custom of war, to summon you to evacuate the post which you occupy. If you refuse, I inform you that you will be forced to yield upon terms more or less favourable, according to the degree of force and time which you may oblige me to employ to reduce you to this extremity. Thus, Sir, you see that the terms of the surrender of the post depend upon yourself to-day.—In the hope of an answer which will spare blood on both sides,

I have the honour to be, &c.

W. SIDNEY SMITH.

To the Commandant of the French Troops at Capri.

Capri, 11th May, 1806.

The Commandant of Capri to Rear-Admiral Sir Sidney Smith.

I received, Sir, your letter dated this day, and for answer I have to observe to you, that a true soldier does not surrender till he has tried his force with that which attacks him. You are, Sir, too good and brave a soldier to blame me if I do not accept your polite invitation.

I have the honour to be, &c.

CHERVET, Capt. 101st Reg.

Island of Capri, May 12, 1806.

Captain l'Etang, commanding the French Troops, to Sir Sidney Smith, Rear-Admiral of the English Squadron.

Good fortune having favoured you, together with the advantage you had in landing, oblige me to make you the following proposals.

To give up to you the town of Capri and all the island, reserving to myself for my honour, and that of the troops I command, the liberty of returning to Naples, with arms and baggage, at the time which it shall please you to grant me. I expect this generosity from your hands to avoid bloodshed on both sides; in default of which I shall be obliged to continue till extinction.

I have the honour to be, &c.

L'ETANG.

CAPITULATION.

Capri, at Midnight, the 11-12th June, 1806.

In consequence of the good conduct of the officers and troops of the garrison of Capri, the English Commanders have granted the following articles, to wit,

Art. I. The officers, subalterns, and soldiers, shall embark as soon as possible, with the arms and baggage belonging to them.

Art. II. They shall be conveyed to Pozzuoli.

Art. III. The English officers engage to cause the French troops to be respected as much as possible during the time they shall be in their power.

Art. IV. The French officers make the same engagement towards the troops and vessels which shall transport them to their destination.

This present treaty was concluded at midnight of the 11-12th of May, 1806, between Captain Charles Rowley, Captain of the ship, and Captain M. l'Etang, Captain of the 22d Regiment of Light Infantry, commanding in the island of Capri.

To which have signed, L'ETANG.
CHARLES ROWLEY.

N. B. The Commandant since wishing to disembark with his troops at Massa, invites the English Admiral to grant it him.

Approved, W. SIDNEY SMITH.

List of Killed and Wounded in taking Capri, May 12, 1806.

Eagle.—Lieutenant James Crawley, first Lieutenant, slightly wounded; one seaman and one marine killed; four seamen and six marines wounded.

List of the Killed and Wounded in the Sortie of Gaeta, May 15, 1806.

Division of the boats detached from the Juno—four seamen killed and five seamen wounded.

W. SIDNEY SMITH.

SIR, *His Majesty's Ship Juno, Gaeta, May 14, 1806.*

The enemy having erected a battery of four guns on the point of la Madona della Catterra, His Serene Highness the Prince of Hesse ordered sixty men from the garrison to be embarked in four fishing boats; and, on the night of the 12th, I preceeded with the Juno's boats, armed, accompanied by those of His Sicilian Majesty's frigate Minerva, commanded by Captain Vieugna, and landed the troops, undiscovered, in a small bay in the rear of the enemy's works. Lieutenant Parisio, who commanded the party, having advanced, the enemy abandoned the post, after firing to alarm their camp; but, before they could arrive with a reinforcement, the guns were spiked, the gun carriages destroyed, and the troops re-embarked without any loss.

I have the honour to be, &c.
H. RICHARDSON.

Sir William Sidney Smith, K.S., Rear-Admiral of the Blue, &c.

SIR, *His Majesty's Ship Juno, at Gaeta, May 16, 1806.*

His Serene Highness the Prince of Hesse Philipsthall, having signified to me on the 14th instant, his intention of making a sortie early on the following day, to attack the French lines, and directing me to have the necessary arrangements made, that the boats might co-operate with and support the troops from the garrison, I caused the gun-boats to be divided into three divisions, (four in each,) and delivered copies of the enclosed order to Captain Vieugna of His Sicilian Majesty's frigate Minerva, and Lieutenants le Chevalier Beliamo and Valguarrier.

The sortie took place precisely at half past eight o'clock yesterday morning, and was attended with success; the Neapolitan troops having driven the enemy out of their trenches, and taken the Serapo battery, (the guns of which they spiked,) returned into the garrison with little loss, bringing in with them a Captain of Engineers and some others, their prisoners; the number I have not yet learnt.

They were supported in their attack and retreat, on their left along the shore of Serapo by the boats of this ship, armed under the direction of Lieutenant Wells of the Navy, and Lieutenant Mant of the Marines, and the first division of gun-boats, which I took the command of; and on their right by the second division, under the orders of Lieutenant Valguarrier:—the third division (having embarked fifty men from the garrison) were ordered with the Minerva frigate, to make a diversion on the other side of the bay; but, owing to a calm, the Minerva could not reach her station, though the boats succeeded in landing the troops, and brought off some cattle; the fire from this division, having kept in check and prevented from advancing a considerable body of the enemy's cavalry, which were sent to attack the party landed.

The loss of the garrison I have not yet understood; that of the boats are, first division, two killed; second division, two killed, and five wounded. The enemy must have suffered considerably, as more than one hundred muskets have been brought in.

I think it my duty to recommend to your notice, on account of their good conduct and courage, the Lieutenants of His Sicilian Majesty's Navy, le Chevalier Beliamo, Valguarrier, and Pughese.

I have the honour to be, &c.
H. RICHARDSON.

Sir W. S. Smith, K. S. Rear-Admiral of the Blue, &c.

Copy of a Letter from Vice-Admiral Lord Collingwood, Commander in Chief of His Majesty's Ships and Vessels in the Mediterranean, to William Marsden, Esq.; dated on board the Ocean, off Cadiz, the 1st of July, 1806.

SIR,

I enclose, to be laid before the Lords Commissioners of the Admiralty, a copy of a letter transmitted to me by Rear-Admiral Sir William Sidney Smith, from Captain Fellowes, of the Apollo, stating the capture of a French brig, laden with brass ordnance, intended for the enemy's batteries which they have raised opposite to the Pharos of Messina.

I am, &c. COLLINGWOOD.

SIR, *Apollo, June 10, Messina.*

I arrived here this evening with a French brig laden with six 24-pounders, brass, their shot and carriages, taken on the night of the 5th instant, near the Agie Finucana, in the gulf of Torento, where she had run aground, her crew having stove her, and landed to defend her, assisted by the armed force in the neighbourhood. The almost continual fire during the night, of their musketry, aided by a large field piece, could not prevent the officers and crews of the boats I dispatched on this service from having her off towards the morning. I have more satisfaction in having performed this service, as I conceive, from the course she was steering when I first saw her, that those guns were intended for the new batteries opposite the Pharos. One seaman only was wounded on our part.

I have the honour to be, &c.

Sir W. S. Smith. E. FELLOWES.

Copy of a Letter from the Honourable Rear-Admiral Sir Alexander Cochrane, K. B., Commander in Chief of His Majesty's Ships and Vessels at the Leeward Islands, to William Marsden, Esq.; dated on board the Northumberland, at Sea, the 26th June, 1806.

SIR,

His Majesty's schooner Morne Fortunée having captured a French schooner privateer, I enclose, for the information of the Lords Commissioners of the Admiralty, a copy of Lieutenant Brown's letter to me, giving an account thereof.

I have the honour to be, &c.

ALEX. COCHRANE.

SIR, *Morne Fortunée, at Sea, June 19, 1806.*

I have the honour of acquainting you, on the 18th instant, I observed a suspicious sail to leeward; I bore up, and made all sail in chase: at thirty minutes after seven A. M., after a chase of two hours, came up with and captured the French schooner privateer Hope, from St. Pierre's, Martinique; out seven days upon a cruise, (taken nothing,) mounting four carriage guns, and manned with forty-four men: previous to our capturing her, she, in a squall, carried away her main-mast and foretop-mast.

I have no intelligence of any other privateer being on the coast.

I am, &c. JOHN BROWN.

To the Honourable Alexander Cochrane, Rear-Admiral of the White, &c.

AUGUST 2.

Copy of a Letter from the Earl of St. Vincent, K.B., Admiral and Commander in Chief of His Majesty's Ships and Vessels employed in the Channel, Soundings, &c.; to William Marsden, Esq.; dated on board His Majesty's Ship Hibernia, off Ushant, the 27th July, 1806.

SIR,

I enclose the relation of a very gallant action, in which the most intrepid valour has been manifested, and the national character highly sustained; but I

greatly lament the loss of a number of brave men in the performance of it, flattering myself however that sixteen of them are prisoners.

I am, &c. ST. VINCENT.

MY LORD, *Centaur, off Rochfort, July* 19, 1806.

I beg leave to enclose to your Lordship, a letter I have received from Captain Rodd, of His Majesty's ship Indefatigable, giving an account of an attack made by a boat from each line of battle ship of this squadron, and those of His Majesty's ships Indefatigable and Iris, on two corvettes and a convoy, in the entrance of the river Garonne. Le Cæsar, the largest corvette, was boarded and carried by the division of boats led on by Lieutenant Sibly, first Lieutenant of the Centaur, in a stile highly honourable to the national character. The western breeze that sprung up after the boats left the Indefatigable, and blowing stronger as they advanced, was truly perplexing, for it was the only circumstance that could have prevented the whole falling into our hands; they took advantage on the first attack, and made sail, and escaped before the wind and tide up the Garonne: it was impossible for the boats to prevent them. The firm resistance made by the corvette caused a greater loss than could be expected, but nothing could withstand the bravery of the officers and seamen employed.

To Lieutenant Sibly's gallantry no words of mine are equal to do justice: every one speaks of him in terms of the highest commendation; and I had before, in the West Indies, experienced his brave conduct, and now has seven severe wounds, but I hope none mortal, and I beg leave to recommend him as an officer truly deserving the attention of my Lords Commissioners of the Admiralty.

To Lieutenant Parker, first of the Indefatigable, much praise is due, and given him by Lieutenant Sibly, for his brave support and able conduct in managing the corvette after he was wounded.

The loss of the boats was unavoidable; of that of the Revenge, with her officer and crew, no certain account can be obtained: there is a faint hope she may have been driven up the Garonne.

I have the honour to be, &c.

SAM. HOOD.

Rt. Hon. the Earl of St. Vincent, K. B., &c.

SIR, *Indefatigable, off Rochfort, 17th July,* 1806.

I have the honour to acquaint you, in obedience to your orders of the 14th instant, I gave the command of the boats of the squadron you sent me by the Iris, for the purpose of endeavouring to capture or destroy the French convoy in the entrance of the river of Bourdeaux (with the addition of three from the Indefatigable, and three from the Iris,) to Lieutenant Sibly, of the Centaur, with all the information I was in possession of respecting their situation on the evening of the 15th, it appearing a favourable time to make the attempt; though some time after the boats had quitted the Indefatigable, the wind shifted to the westward, and came on to blow fresh, notwithstanding the boats proceeded to Verdun road, boarded and carried the French brig le Cæsar, of 18 guns, and by the rolle d'equipage, eighty-six men, commanded by Monsieur Louis François Hector Fourré, Lieutenant de Vaisseau. The conflict was severe on both sides, the Frenchmen being in every respect well prepared, expecting the attack. The wind coming on to blow fresh, and the tide running very strong, was much against the boats; but nothing could withstand such men led on by the officers who commanded them.

Lieutenant Sibly, I lament to say, is badly wounded in several places, though, from the reports of the Surgeon, I trust, will recover. To this gallant officer, (whose conduct is spoken of by all who were under his command with admiration,) I beg to refer you for particulars. The convoy all cut their cables, and run up the river instantly on the attack being made on the brig.

There is much credit due to Lieutenant Thomas Parker, first of the Indefatigable, who took the command of le Cæsar, after she was carried, for his conduct in working her out past the batteries, which kept up a constant cross fire on her, and engaged by the Teaser brig, (late in His Majesty's service,) for nearly two

hours; the same attaches to the other officers and men for their coolness and conduct whilst they were engaged.

The greater part of the boats were either shot through, or so badly stove, that they were swamped and obliged to be cut adrift from the brig, except the Indefatigable's launch and Iris's cutter. The Revenge's boat, officer, and crew, are missing. Le Cæsar is a fine brig, evidently sails well, five years old, eighty-eight feet long, twenty-three wide, coppered, and appears fit for His Majesty's service. Enclosed is a list of the killed and wounded.

I have the honour to be, &c.
JOHN T. RODD.

To Sir Samuel Hood, Senior Officer, &c. Rochefort.

A List of Officers and Men belonging to such of the Boats of His Majesty's Squadron, under the Orders of Captain Sir Samuel Hood, K.B., who were killed or wounded in the Attack of the French Men of War and Convoy in Bourdeaux River, on the 16th July, 1806.

Centaur.—Lieutenant Sibly.

E. R. Sibly, Lieutenant, wounded by pike and sabre, on the side, arm, and face; Samuel Wooldridge, Quarter Master, wounded badly in the thigh by a pike; Thomas Gray, Quarter Gunner, wounded badly in the side by a pike; Michael Hales, able, wounded in the hand and arm by a musket ball, and in the shoulder by a pike; John James, able, wounded slightly on the chin by a musket ball; Bernard Connor, able, wounded in the lip by a sabre, and thigh by a pike; William Tully, able, killed by a musket ball; William M'Cormick, private of marines, wounded badly on the arm by a musket ball, and thigh by a pike.

Conqueror.—Lieutenant G. Fitzmaurice.

Mr. Helpman, Master's Mate, killed by a shot in the boat; Thomas Willoughby, Quarter Master, wounded, fear mortally, on board the Cæsar brig; Samuel Noy, able, wounded severely in the arm.

Prince of Wales.—Lieutenant Francis.

David Parry, able, killed; F. B. Gibbs, wounded slightly on the left leg and right arm; Thomas Mullins, Master's Mate, flesh wounded on the outer part of left thigh by a pistol ball; Thomas Pritchard, able, contused wound over the right cheek, and slight wound in the middle finger of the right hand; Thomas Wales, Quarter-Master's Mate, slight wound on the inner ankle of the left leg; John Stater, private of marines, contusion over the right eye, occasioning a total loss of sight in that eye, slight punctured wound over the seventh rib; contusion on the left lip; Charles Valentine, private of marines, flesh wound on the right foot.

Revenge.—Lieutenant Manners, and Mr. Blackstone, Midshipman.

Charles Manners, Lieutenant, missing; Thomas Blackstone, Midshipman, ditto; John Drey, Coxswain, ditto; Samuel Colvin, able, ditto; Joseph Willson, able, ditto; John Thomson (1), able, ditto; John Kelson, able, ditto; Thomas Mattersan, able, ditto; Hugh Jones (2), able, ditto; Thomas Shirrelt, able, ditto; John Swinbank, able, ditto; John Masterman, able, ditto; George Pearson, able, ditto; David Maddocks, Quarter Gunner, ditto; William Trickett, able, ditto; William Bell, able, ditto; John Thompson (2), able, ditto; William Murphy, private marine, ditto; Alexander Spence, private marine, ditto; Thomas Helps, private marine, ditto; David Whitehead, private marine, ditto.

Polyphemus.

William Anderson, Quarter Master's-Mate, severe cut across the hand; W. Fleming, Coxswain, slightly cut across the eyebrow.

Monarch.—Lieutenant Tait.

Dalhousie Tait, Lieutenant, wounded badly in the groin and breast by a pike; John Boil, able, wounded badly in the face by a sabre; Thomas Anderson,

able, wounded badly in the leg and hand by a musket ball: Thomas Kennedy, able, wounded badly in the neck by a pike; Edward Harms, able, wounded slightly by a pike; Thomas Brooks, private of marines, wounded slightly in the side by a pike; Thomas Robertson, able, wounded slightly by a pike; John Coward, able, killed and drowned.

Indefatigable.—Lieutenants Parker, Arscott, and Shepperdson.

William Cross, Boatswain's Mate, killed; John Cross, Boatswain's Mate, ditto; Thomas Parker, Lieutenant, wounded slightly in the side by a pike; R. Shepherdson, Lieutenant, wounded badly in the face by a splinter; John Cunningham, able, wounded dangerously in the side by a sword; J. Brownlow, able, wounded badly in the groin by a grape shot; W. Gerrish, private of marines, wounded badly in the hip by a pistol ball; John Quin, able, wounded slightly in the leg by a musket ball; John Sullivan, able, wounded slightly in the thigh by a pike; James Shearing, wounded slightly in the face by a musket ball; Richard Grannaw, Captain of the main-top, wounded slightly in the leg and breast by a sabre; Reg. Sutherland, Captain of the forecastle, wounded slightly in the groin and hand by a pike; Serj. Berry, private marine, wounded slightly in the foot and finger.

Iris.

William Taylor, able, wounded badly by a shot lodged in his arm.

Total.—6 killed; 36 wounded; 21 missing. Many on the above list are but slightly wounded.

N. B. By intelligence gained yesterday from a Portuguese vessel of sixteen English prisoners having been marched into Rochefort from Bourdeaux, it is considered that they are the Revenge's men, missing in the above report.

Copy of another Letter from Admiral the Earl of St. Vincent, K. B., to William Marsden, Esq.; dated on board the Hibernia, off Ushant, the 29th July, 1806.

SIR,

Enclosed is another instance of the enterprising spirit of my eléve, Lieutenant Mulcaster, of the Minerva.

I am, &c. ST. VINCENT.

SIR, *Tonnant, off Cape Finisterre,* 17th *July,* 1806.

The enclosed is a copy of Captain Collier's letter respecting the capture of one of the Spanish boats, which do so much mischief to trading vessels on the coast of Portugal. The zeal and activity of Lieutenant Mulcaster upon this, as on several other occasions, appears to me very deserving the approbation of my Lords Commissioners of the Admiralty, as well as the conduct of Lieutenant Menzies, of the Royal Marines, who has been his constant companion in these expeditions. I have ordered the prisoners a passage to England in the Spartiate, and remain, &c.

ELIAB HARVEY.

Sir Charles Cotton, Bart. Vice-Admiral of the Red, &c.

His Majesty's Ship Minerva, Oporto Road, 12*th July,* 1806.

SIR,

I have the honour to inform you, that finding it was likely His Majesty's ship under my command might be detained in these roads a couple of days, and being informed the Oporto and Lisbon trade were hourly expected from England, for whom several Spanish privateers and row-boats were lurking in Portuguese creeks and rivers, I determined upon sending a boat to the northward, and at the solicitation of my first Lieutenant, Mr. Mulcaster, I dispatched him on the 9th instant, in the barge with his former companion, Lieutenant Menzies, of the Marines, who, upon every opportunity, has most handsomely volunteered his services, and Mr. Turrell, Midshipman, to cruise a few leagues north of this port, with the hope of intercepting some of the piratical cruisers belonging to Guarda.

On the evening of the 11th, I had the satisfaction to be rejoined by the barge,

having a Spanish lugger in company, la Buena Dicha privateer, armed with one nine-pounder, blunderbusses, and musketry, manned with twenty-six of the Guarda desperadoes, and capable of rowing twenty sweeps.

The very general, active, and enterprising character of Lieutenant Mulcaster, will not, I trust, suffer by my giving you the particulars of the capture of the privateer, which, though insignificant in herself, is one of those, from their peculiar construction, which have done much mischief to British Oporto traders. The lugger having been apprized by a fishing-boat, of the barge being near her, was far from avoiding the contest, which, though short, was severe. The barge advanced under a discharge of grape shot, from the prow gun, which was soon cleared, when the enemy prepared to defend themselves with the sabre and pistol, which the activity and resolution of the officers, seconded by Serjeant Hull and Peter Ward, Gunner's Mate, and others of the crew, soon rendered unavailing. One Spaniard was killed, the Captain, two officers, and two seamen, miserably, (and, I understand,) mortally wounded. The regret I should feel on any other occasion, is considerably diminished by a knowledge of the character and description of the people the boat's crew had to deal with; and I have little doubt but this check, so much desired by the British factory at Oporto, will destroy, in a great measure, that spirit and enterprise which has so long marked the inhabitants of Guarda.

I have the greatest pleasure in stating Lieutenant Mulcaster's report of the very active and determined conduct of Lieutenant Menzies, the inferior officers and boats' crew after a fatiguing race of near forty miles, and am sure you will feel equal pleasure in a knowledge that none were killed or wounded.

I have the honour to be, &c.

G. R. COLLIER.

Copy of a Letter from Captain Beresford, of His Majesty's Ship Cambrian, &c. Senior Officer of His Majesty's Ships at Halifax, to William Marsden, Esq.; dated at Halifax, July 1, 1806.

SIR,

I have the honour to enclose, for their Lordships' information, a letter from Captain Hawker, of His Majesty's ship Tartar, who has brought in a fine brig, corvette, with information that her consort l'Argus, a corvette, of 20 guns, was to cruise for four months near Bermuda.

The officers of the yard report so favourably of l'Observateur, in every respect strong, for this station, and wants nothing. I have taken on me to appoint the Honourable Lieutenant Crofton to act as Commander in her, with officers, a complete crew, and directions to proceed off Bermuda, in search of the Argus.

I am, &c. J. P. BERESFORD.

SIR, *Tartar, at Sea, 9th June, 1806.*

I have the honour to inform you, His Majesty's ship under my command, (the Bacchus cutter in company,) this day fell in with and captured, after a chase and a few minutes' resistance, the French Imperial corvette brig l'Observateur, Captain Crozier, of 18 guns, pierced for 20, with 104 men, victualled and stored for four months. She sailed from Cayenne on the 13th of May, in company with l'Argus French brig of war, on a cruise, and had taken nothing.

I am, &c. E. HAWKER.

To J. P. Beresford, Esq., Commodore, &c.

AUGUST 9.

Copy of a Letter from the Right Hon. the Earl of St. Vincent, K. B., Admiral and Commander in Chief of His Majesty's Fleet employed in the Channel, Soundings, &c., to William Marsden, Esq.; dated on board His Majesty's Ship the Hibernia off Ushant, the 5th Instant.

SIR,

I have great pleasure in transmitting the accompanying letter from Captain Keats, with its enclosure from Captain R. D. Oliver, of His Majesty's ship the

Mars, whose perseverance and judgment enabled him to capture a fine French frigate in the face of her three consorts of equal force.

I am, &c. ST. VINCENT.

Superb, August 2, 1806.

MY LORD,

I have the honour to enclose your Lordship a letter from Captain Oliver, of the Mars, stating his chase, from the squadron, and capture of le Rhin, a fine French frigate on the 28th ultimo, with which he is just returned; and I lament exceedingly that the Mars could not be kept sight of the night of the 27th, as it would, doubtless, have led to more important success.

I have the honour to be, &c.

R. G. KEATS.

The Earl of St. Vincent, K. B., Admiral and Commander in Chief, &c.

Mars, at Sea, July 29, 1806, Lat. 45 Deg. 9 Min. N., Long. 4 Deg. 50 Min. at Noon.

SIR,

I beg leave to acquaint you, that I continued in pursuit of four of the enemy's frigates the night of the 27th instant; although I lost sight of them, as also of the squadron under your command soon after it was dark, except the Africa, which we saw until about eleven o'clock, on the lee quarter, when she was observed to burn some false fires. We steered about a point free the whole night, with a light in the stern, standing to the southward, and carried a press of sail; I was induced so to do from observing the course the enemy's squadron was steering when first seen, and judging that it would increase their difficulty of getting to leeward of us; it had that effect most fully, for at day-light yesterday morning they were discovered precisely on the same bearing as on the previous evening, though at a greater distance, except their sternmost ship, which we appeared to be gaining on; this induced the French Commodore to tack with his three headmost ships, and join her, and formed in line of battle on the larboard tack, I thought, and hoped, with a determination to try the fortune of war, which was what every one on board the Mars most anxiously wished; but after making some signals, about three in the afternoon he made off with three frigates, the other continued her course under an extraordinary press of sail, and finding that she was the only one we had gained on during a chase of 150 miles, and the day far spent, I still kept after her till six o'clock, when in the midst of a violent squall of wind and hail we were ranging upon her lee quarter. After the first shot she struck her colours just at the moment our broadside was about to open on her. She proved to be le Rhin, a very fine French frigate of 44 guns, eighteen-pounders on the main-deck, and 318 men; only four years old, commanded by Captain Chesneau; the squadron was commanded by Monsieur Lamarre Lameillerie, in the Hortense, with the Hermione and Themis frigates, on their return from Porto Rico. Soon after the Rhin had surrendered, on the squall clearing away, the other three frigates were seen standing to the South East; and I regret that the weather, which has yet prevented our removing more than one-third of the prisoners, made it impracticable for me to pursue them further. I cannot conclude without expressing my admiration of the conduct of every officer and man in this ship during a chase of twenty-four hours, against so superior a force, with very bad weather, and incessant rain; several of our sails were split, and replaced with alacrity; and, in short, had the remainder of the French squadron waited our approach, from the great zeal manifested by every person on board, I have no doubt but our efforts would have been crowned with complete success in their destruction.

I have the honour to be, &c.

ROBERT DUDLEY OLIVER.

To Captain Keats, of His Majesty's Ship Superb, commanding a detached Squadron, &c.

P. S. The Rhin hove overboard in the chase six of her quarter-deck and forecastle guns, and a bower anchor.

AUGUST 12.

Copy of a Letter from Captain Stiles, of His Majesty's Ship the Adamant, to William Marsden, Esq.; dated at the Island of St Helena, the 25th June, 1806.

SIR,

I have the honour to transmit a copy of a letter to Commodore Sir Home Popham, at the Cape of Good Hope, acquainting him with the capture of the Spanish ship of war Neustra Senora de los Dolores, alias la Reparadora.

I have the honour to be, &c.
JOHN STILES.

Adamant, in False Bay, Cape of Good Hope, May 26, 1806.

SIR,

I have the honour to inform you of the arrival of His Majesty's ship under my command, at this anchorage, with the victuallers named in the margin *, accompanied by the Spanish ship Nostra Senora de los Dolores, alias la Reparadora, of 30 guns, (twelve and twenty-four pounders,) and 315 men, commanded by Stanislaus Comaud, an officer in the Spanish Navy. We fell in with, and captured her on the 6th instant, in lat. 30 deg. 30 min. S., and long. 15 deg. 20 min. W. She had been out a month from Monte Video, in the Rio de la Plata, and had taken nothing. I have great satisfaction in announcing the capture of this ship to you, as, from her magnitude and force, she might have done much mischief to the trade on the coast of Africa: her crew are a desperate set of French, Spaniards, Portuguese, and Americans, the principal officers French. She had authority from the Viceroy to wear the colours of the King of Spain, and had a company of Spanish infantry on board. She is a strong well-built vessel, about four years old, coppered, and copper-fastened, and is, in my opinion, well calculated for His Majesty's service.

I have the honour to be, &c.
Commodore Sir Home Popham, &c. JOHN STILES.

Copy of another Letter from Captain Stiles, of His Majesty's Ship Adamant, to William Marsden, Esq.; dated at St. Helena, June 25, 1806.

SIR,

Four days before I parted with the East India convoy, I fell in with and captured a Spanish ship of war of 30 guns and 315 men; the particulars of which I beg leave to enclose in a letter No. 1. I arrived in Table Bay, with the victuallers, on the 20th of May; and, having seen them in safety, without anchoring myself, I immediately proceeded to sea on my return to St. Helena, according to their Lordships' orders; but meeting with a most violent gale of wind from the N.W., and being very short of water, (having been three months from England without touching at any place, with 315 prisoners,) both my main-topsail-yards carried away, and my people very much afflicted with the scurvy, I thought myself justified in bearing up for Simon's Bay for refreshments. The French Admiral Willeaumez, with six sail of the line, was in these seas about six weeks ago: his intention was to have gone to the Cape; but hearing it was in our possession, he was obliged to go to Fernand de Noronha for water, and has not since been heard of. The Cannonnier French frigate, (late His Majesty's ship Minerve,) put into False Bay about the 1st of May, not knowing the Cape was in our hands, and sent her boat on shore with a Lieutenant, who, with his crew, are prisoners on board this ship. As there was no man of war in either Table or False Bay, and as she did not quite fetch into the proper anchorage, she got away, and it is supposed she is gone to the Isle of France, where the Piedmontese is lying blocked up by the Russel, Lord Duncan, and Psyche.

I have the honour to be, &c.
J. STILES.

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* Alexander and Royal Charlotte.

AUGUST 16.

Copy of a Letter from Vice-Admiral Holloway, to William Marsden, Esq.; dated on board the Princess of Orange, Downs, August 15, 1806.

SIR,

I have the honour to transmit, for their Lordhips' information, a letter which I have received from Lieutenant Hughes, of His Majesty's fire-brig Phosphorus, giving an account of his having beat off a French lugger privateer, under circumstances which, I have no doubt, when their Lordships consider the state of the Phosphorus, they will think highly creditable to him.

I also transmit a list of the wounded, amongst whom is Lieutenant Hughes; and I am sorry to add, that he will not be able to proceed to sea in the Phosphorus in execution of his orders.

I have the honour to be, &c.

J. HOLLOWAY.

His Majesty's Fire Brig Phosphorus,
August 15, Downs, 1806.

SIR,

I have the honour to inform you, for the information of the Commander in Chief, in pursuance of orders from the Right Honourable Lords Commissioners of the Admiralty, proceeding to join the Channel fleet, I yesterday morning at daybreak, the Isle of Wight bearing north eight leagues, perceived a large lugger, pierced for sixteen ports, but mounting, apparently, only twelve guns, and full of men, in chase of us. At ten minutes past five, after hailing him, and receiving an order to strike, or he would sink us—commenced engaging him. At twenty minutes past five, the enemy laid us alongside, with three cheers, and from his superiority of men, there being, as near as we could judge, from seventy to eighty of them, attempted to carry us by boarding; but such was the brave and determined resistance of the few men I had under my command, that after lying five and forty minutes alongside of us, and after an action of one hour and ten minutes, he made sail, and sheered off. The moment we could get the brig wore, we made all sail in chase of him, but finding it impossible to come up with him, and having the sails and rigging much cut, with a number of men wounded, and no Surgeon or Assistant on board; I bore up and made all sail for this place, which I hope will meet the approbation of the Commander in Chief and yourself.

The superior force with which we were engaged, will, I trust, speak sufficiently of itself for the bravery of the few men in His Majesty's brig, consisting in all, officers included, but of twenty-four, with four twelve pound carronades, one of which was rendered useless a short time after the action commenced, by the breeching and gooseneck breaking.

I cannot pass over the great assistance I received from Mr. Thomas Hester, acting second Master, without mentioning it in this public manner. I am sorry to say he is in the list of wounded, but not dangerously.

Enclosed I have the honour to transmit a list of the wounded, which, though great, cannot come near that of the enemy, numbers of whom were seen to fall in every direction.

I have the honour to be, &c.

W. J. HUGHES, Lieut. and Com.

J. Holloway, Esq., Vice-Admiral of the Red, &c. Downs.

A List of Men wounded on board His Majesty's Fire-brig Phosphorus, W. J. Hughes, Lieutenant and Commander, on the 14th of August, engaged with a French Privateer off the Isle of Wight.

Lieutenant W. J. Hughes, Commander, middle finger off, and severely wounded in the left hand; Mr. Thomas Esther, second Master, (per acting order,) badly wounded in the right thigh; Stephen Bubbs, able, left shoulder badly wounded; Charles Chaddos, able, left neck and breast severely wounded; Samuel Moore, able, left arm, right breast, and right leg severely wounded; John Rowlands, able, slightly wounded in the right shoulder; James Hill, landman, left hand and right thigh severely wounded; Anthony Consolva, landman, mortally wounded by accident, and since dead.

W. J. HUGHES,
Lieutenant, and Commander.

Promotions and Appointments.

Captain Culverhouse is appointed Agent for Transports at the Cape of Good Hope.

Lieutenant Cook, of the Agamemnon, is promoted to a Post Captain.

G. C. Grout, Esq. is appointed Secretary to Admiral Martin.

Captain T. G. Shortland is appointed to the Canopus, which is fitting at Plymouth for Rear-Admiral Sir Thomas Louis's flag.

Lieutenant Davis, First of the Blanche frigate, is promoted to the rank of Commander.

Lieutenant Somerville, (son of Captain Somerville, of the Nemesis,) is appointed to the Royal George.

Mr. Salter is appointed Purser of the Tartar; and Mr. Brice, Master of the Tartar, is appointed to the Captain.

George Damerum, Esq. is appointed Assisting Commissary to the expedition about to sail from Portsmouth for Sicily, and is ordered a passage in the Doris transport.

Captain W. Lake is appointed to the Mars; Lieutenant Tancock is promoted to the rank of Commander, and appointed to the St. Christopher; Captain Corbet, to the Nereide frigate; Captain Bradshawe to the Columbine sloop, at Portsmouth.

BIRTHS.

On Sunday, the 27th July, at New-Place, Hampshire, the Lady of Captain J. Young, of the Royal Navy, of a daughter.

At St. John's, Newfoundland, the Hon. Mrs. Mason, the Lady of Captain Mason, of the Navy, of a son.

MARRIAGES.

At Saint Lawrence, in the Isle of Thanet, F. W. Austen, Esq., Captain in the Royal Navy, to Miss Gibson, eldest daughter of J. Gibson, Esq. of Ramsgate.

At Egremont, Captain Peake, of the Royal Navy, to Miss Wordsworth, of Cargill-hall, Cumberland.

Admiral M'Dougall, to Miss Wright, only daughter of Richard Wright, Esq. of Harling-hall, Norfolk.

At Chesterton, near Cambridge, Lieutenant A. Anderson, of the Royal Marines, to Mrs. Denoon, relict of Captain Denoon, and sister to Colonel Ballingall.

At Godalming, T. Remington, M. D., of Guildford, to the Right Hon. Lady Ann Brown, relict of G. G. Brown, Esq. of the Royal Navy, and late of Jamaica, and eldest daughter of the late Earl of Winterton.

At Bolsover, Derbyshire, Captain Otter, R. N., to Miss. E. Stanton.

OBITUARY.

May 12. At Malta, aged 21, in consequence of the wounds he received on the 17th of April, in an action off the mouth of the Tiber, Mr. Merrick Lloyd, Midshipman, of His Majesty's ship Sirius.

July 27. At his house, Southsea Common, W. V. Johnson, Esq., Secretary to Admiral Martin. We could not be satisfied barely to mention this event, without offering an additional word or two as a kind of tribute to Mr. Johnson's character. He belonged to the Navy 30 years, and supported his station in it throughout with

credit and propriety; his manners were those of a gentleman, there was not any thing in them of meanness or of pride; his virtues were those of the heart, and they were many. They who knew him will readily agree that he ought to be spoken of very highly; they will readily subscribe to this truth—"All who knew him loved and respected him; and, if any did not love and respect him, it was only because they did not know him."

Lately, at Bombay, Mr. Thomas Galpine, Purser of His Majesty's ship Lancaster.

On his passage from India, Mr. Walter Anthony, Master of His Majesty's ship Tremendous.

Lately, Captain Younghusband, of the Navy.

Mrs. Halsted, widow of Captain Halsted, of the Navy, and mother of Captain W. Halsted, of his Majesty's ship Namur.

On Thursday an inquest was taken by R. Callaway, Esq., Coroner, on the body of Lieutenant Clark, of the Royal Marines, belonging to the Crown Prison-ship, lying in Portsmouth harbour, who, in a fit of lunacy, jumped out of his cabin window, on the night of the 13th instant, and was drowned. Verdict—*Lunacy*. His body has been picked up and buried.

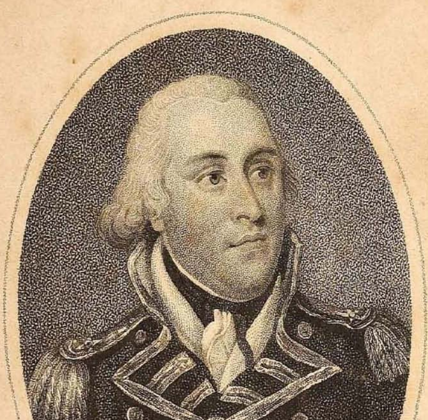
Lately, at the Naval Hospital, Plymouth, in the prime of life, Lieutenant William Beard Pascoe, of the Royal Navy, and late First Lieutenant of the Revenge, of 74 guns, into which ship he went with his friend and patron the Hon. Captain Fleming, with which officer he also held the situation of First Lieutenant in His Majesty's ships Diomede and Egyptienne. As an officer, he was humane, brave, and generous; as a private character, mild, affable, and unassuming: in him His Majesty's service has suffered a great loss, and a family an irreparable one, particularly his sisters, who experienced from him the most unbounded acts of generosity. A hurt he received, while in India, in his legs, is generally supposed to have been the cause of his death, which has filled every heart acquainted with him with sensations of the most poignant grief.

Drowned, some time since in Yarmouth Roads, Mr. James Jennings, Purser of His Majesty's sloop Sparrow; a young man possessed of very superior abilities, and who must have risen to be an ornament to His Majesty's Navy: in his conduct he was open, generous, and affable; in his endeavours to serve friends and strangers unremitting: his memory will ever be held dear to every one who was acquainted with him. Previous to his being appointed Purser of the Sparrow he was Secretary to the Hon. Captain Fleming, who, as well as every one acquainted with his manners and personal abilities, are much affected at his loss.

ERRATA

In the Biographical Memoir of the Honourable Henry Edwyn Stanhope, Vol. XV.

Page 89, line 13, for Giffendier, *read* Giffardier.
—— 91, —— 8, for Boston, *read* Rhode Island.
—— 93, —— 10, for Arnald, *read* Arnold.
——-, —— 31, for first Lieutenant, *read* fourth Lieutenant.
—— 94, —— 25, *dele* and Tomyni.
—— 95, —— 11, for Captain (now Admiral Lord, Collingwood, who at that time had a broad pendant: the present Commissioner, Harwood, &c. *read*, Captain Collingwood, who at that time had a broad pendant, and is since dead: the present Commissioner, Harwood, &c.



IR THOMAS LOUIS BAR.T K.M.T. & K.S.F.

Rear Admiral of the White Squadron

BIOGRAPHICAL MEMOIR OF

SIR THOMAS LOUIS, BART. K.M.T. AND K.S.F.

REAR-ADMIRAL OF THE WHITE SQUADRON.

"ANOTHER! AND ANOTHER STILL SUCCEEDS!"
ROWE.

WE cannot but consider ourselves particularly fortunate, in being enabled to present, to the readers of *The* NAVAL CHRONICLE, authentic memoirs of so many of the illustrious Nelson's friends;—so many participators in his perils and his glories.

The school of Nelson has indeed produced numbers of brilliant officers, who, emulative of the deeds of their great master, wait only for the opportunity of proving themselves worthy of their education.

Sir Thomas Louis, it is true, did not commence his professional life under the auspices of Britain's departed Hero; but he shared with him those laurels which were gathered on the Egyptian coast; and, had it not been for one of those *chances*, which seem to be *destined* to reflect lustre on the prowess of our country, he would also have borne a part—a noble one, we doubt not—in the victory of Trafalgar. Sir Thomas Louis, we are persuaded, must regard it as an honour, to be included amongst the pupils and friends of Nelson.

This officer, whose nautical progress we are about to trace, is in the forty-seventh year of his age. His descent is from a respectable family, settled in the city of Exeter, Devonshire, to which place he owes his birth. In 1770, before he had completed his twelfth year, Mr. Louis embarked on board of the Fly sloop of war, Captain Graham, in the capacity of a Midshipman; and, in the year following, holding the same humble rank, he was removed into the Southampton frigate, then commanded by the late Admiral John Macbride*, as

* Should any of our friends happen to possess a portrait of this truly respectable officer, the loan of it would be esteemed a favour.

Captain. It was in the year 1772, while Mr. Louis belonged to the Southampton, that that ship, accompanied by the Seaford frigate, Captain Davies, and the Cruiser sloop of war, Captain Cummings, conveyed the unfortunate Queen of Denmark from Elsineur to Stadt.

Mr. Louis continued in the Southampton till 1774; though, we believe, without the opportunity of witnessing any service of importance. In that year he was removed into the Kent, of 74 guns, Captain Fielding; and also served again in the Fly sloop of war, the Southampton, and the Orpheus, frigates. In 1775, he experienced another removal into the Thetis frigate, in which he made a voyage to St. Helena, under his first Commander, Captain Graham. He remained in the Thetis till the month of July, 1777, when he was made a Lieutenant in the Bienfaisant, of 64 guns, Captain Macbride. Thus it appears, that, for the first seven years of Mr. Louis's professional career, he was a total stranger to such splendid service as it has since been his lot to be engaged in; and that, during the whole of the period here mentioned, he had scarcely a chance of distinguishing himself in any other than the ordinary duties of his station.

Shortly after he became a Lieutenant, however, a brighter scene arrested his attention, and demanded his more active exertion. The nautical reader scarcely needs to be informed, that we here allude to Admiral Keppel's action with the French fleet, under the Cômte d'Orvilliers, on the 27th of July, 1778*. Notwithstanding the English fleet, in the aggregate, sustained a loss of 133 killed, and 365 wounded, on this occasion, the Bienfaisant escaped without a single man being hurt; a circumstance which must be attributed to her position in the line being such as to prevent her from taking any decisive part in the engagement.

Mr. Louis became first Lieutenant of the Bienfaisant in 1779; and, at the latter end of that year, sailed in her with the squadron which had been appointed, under the command of Admiral Rodney, for the relief of Gibraltar †. On their passage

* *Vide* NAVAL CHRONICLE, Vol. VII, page 296, *et seq.*
† *Ibid.* Vol. I, page 371, *et seq.*

out, they had the good fortune to fall in with, and, after a chase of a few hours, to capture the whole of a Spanish convoy from St. Sebastian, bound to Cadiz, laden with naval stores, provisions, &c. under the escort of seven ships and vessels of war belonging to the Royal Caraccas Company. The Bienfaisant, which was still commanded by Captain Macbride, captured the Guipuscoana, of 64 guns, the commanding ship of the convoy. This is a period to which, we presume, Sir Thomas must look back with no inconsiderable degree of satisfaction.

But an event, still more gratifying, was on the eve of taking place. Although upwards of twenty-six years ago, it will be still fresh in the recollection of many of our readers, that, on the 16th of January, 1780, at one P.M. the Spanish squadron, under the command of Don Juan de Langara, appeared in sight of the English*. The general result of the action which ensued is well known:—one Spanish ship of 80 guns, and three of 70, were taken, and sent to England; two others, of 70 guns each, were also taken, but were afterwards run on shore, and lost, near Cadiz; one, of 70 guns, was blown up in the engagement; and the remainder, consisting of four ships of 70 guns each, and two frigates of 26, escaped into Ferrol, or Cadiz.

In this engagement, it was the lot of Lieutenant Louis to witness some very warm work, as the ship which blew up was, at the moment of her destruction, in action with the Bienfaisant. The following account, which is presumed to have been written by an officer of the Bienfaisant, is too interesting to be here omitted:—

In consequence of the signal for the general chase, on the evening of the 16th, about four o'clock we got within reach of the stern-chase guns of the enemy, which they plyed as we advanced, but to little effect. At a quarter before five, being then about half a cable distant from one of them, she began to fire her quarter guns upon our bow. By some accident she took fire and blew up. Had this awful event taken place a few minutes later, we must have shared her fate: it was impossible to avoid the

* *Vide* Naval Chronicle, Vol. I, page 373, *et seq.*

wreck, great part falling athwart us; but we passed through it without any damage. Many small pieces fell on board, which wounded three men. The sails and rigging being wet with the rain, and at the instant a shower coming on, it prevented the fiery matter that hung upon them taking effect: the sea was so agitated that it filled the decks with water. As the ship sailed into the chaos at the rate of nine knots an hour, it was impossible to distinguish if any of the unfortunate people were upon the wreck*. The aforementioned ship was the St. Domingo, of 70 guns, and 600 men.

The destruction of the St. Domingo was not the only important circumstance of the action, as it related to the Bienfaisant; for, ship to ship, she afterwards compelled the Phœnix, of 80 guns, having the Spanish Commodore's flag on board, to strike. The engagement had commenced during a tremendous storm, which lasted the whole of the night; and, after the explosion of the St. Domingo, the Bienfaisant and the Phœnix were completely separated from the rest of their respective companions. The contest between these two ships is thus related, in the immediately succeeding part of the account already quoted :—

We continued the pursuit, and between eight and nine came up with one of the enemy's ships that had been engaged with the Defence, Captain Cranston. Found her mizen-mast gone, and fire slack. Upon receiving two or three fires from us, the main-top-mast went over the side. Our mizen-top-mast being shot away, and rigging cut, the ship fell off and passed her: we got round again, and closed her as soon as possible. As we advanced to her in a position in which we might have been much annoyed, we were surprised at receiving no fire. We kept ours, and hailed her. Our heads being different ways, passed each other before we could get any reply. When we got round to her again, and hailed her, we were answered, that the Admiral did not intend to fight any more. We ordered them to haul down their ensign, and that we should send a boat on board, which was done: it returned with Don Francisco Melgarys, her Captain, from whom we found it was the Phœnix, of 80 guns, and 700 men. Don Juan de Langara, the Commander in Chief, having his flag on board, was

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* Admiral Rodney, in his official dispatches, states that every soul on board perished.

wounded. What has been their real loss we have not yet been able to learn. During the night the weather grew worse: when day broke, the condition of so large a ship a perfect weck, no other ship in sight, and a gale of wind, Captain Macbride felt himself in a very interesting situation: with great risk he got about one hundred men on board. The gale increasing, he was obliged to lay-to for the ensuing day and night. In the morni g it moderated so that the boats could pass; but having the small-pox on board the Bienfaisant, and near seven hundred prisoners on board the Phœnix, he was unwilling to introduce an infection among them, which induced him to make the proposal which is enclosed, to Admiral Langara: it was accepted with thanks, and executed with the utmost delicacy. Their conduct convinced Mr. Macbride that his ideas of the honour of the Spanish officers were well founded, for, after the matter was settled, they assisted in refitting and navigating the ship to Gibraltar Bay.

Bienfaisant, at Sea, January 18, 1780.

The small-pox being on board His Majesty's ship Bienfaisant, of a malignant kind, the feelings of a British officer cannot allow him to introduce an infection even amongst his enemies. From this consideration, and the very gallant defence made by Admiral Langara, and his officers, Captain Macbride consents, that neither officers nor men shall be removed from the Phœnix, taken by His Britannic Majesty's ships Defence and Bienfaisant, Admiral Langara being responsible for the conduct of his officers and men: and, in case that we fall in with any Spanish or French ships of war, he will not suffer Lieutenant Thomas Louis, his officer, to be interrupted in conducting and defending the ship to the last extremity, agreeable to his orders; and if meeti g with superior force the ship should be retaken, and the Bienfaisant fight her way clear, Admiral Don Juan de Langara, his officers and men, are to hold themselves prisoners of war to Captain Macbride, upon their parole of honour (which he is confident with Spanish officers is ever sacred). Likewise, if the Bienfaisant should be taken, and the Phœnix escape, the Admiral Don Juan de Langara, his officers, &c., will no longer be prisoners, but free immediately. In short, they are to follow the fate of the Bienfaisant.

JOHN MACBRIDE.

JUAN IG. DE LANGARA.

It is a remarkable circumstance, that, in this engagement

also, the Bienfaisant escaped without a single man being hurt, excepting those who were wounded by the wreck of the St. Domingo.

Lieutenant Louis, as appears from the above document, was appointed prize-master of the Phœnix, the finest ship ever built by Spain. Notwithstanding her dreadfully shattered state, he succeeded in carrying her safely into Gibraltar, where he arrived three days before Admiral Rodney, who had entertained considerable fears that the Phœnix had sunk soon after the action. Indeed the Admiral's apprehensions were not without reason. It blew a hard gale of wind, on a lee shore, in a very dark night, when Lieutenant Louis took possession of her; and, the moment after he and his men had got on board, the boat which had brought them was swamped.

From the very severe drubbing, which, as already stated, she had received from the Defence, the Phœnix was an absolute wreck; but, by the activity and skill of Lieutenant Louis, united to his conciliatory manners toward the Spanish officers, who, in consequence, afforded their cordial assistance, the prize was safely conveyed into port.

Sir George Rodney was so much pleased with the seamanship displayed by our officer on this occasion, that, with the liberality which so generally characterises Englishmen, he offered, either to take him to the West Indies, and promote him to the first vacancy there, or to give him an acting Captain's commission, to carry home the Phœnix (afterwards called the Gibraltar) in the hope that the Lords of the Admiralty would confirm him, or, at all events, promote him to the rank of Commander. Lieutenant Louis accepted the latter proposal; and, accordingly, about the middle of February, the relief of Gibraltar having been effected, he sailed for England, with the rest of the Spanish prizes, and part of the fleet, under the command of Rear-Admiral Digby. On the 23d of the month, they discovered and gave chase to a French convoy, consisting of thirteen sail, escorted by two sail of the line, (le Prothée, and l'Ajax, of 64 guns each,) armed *en flute*, and a frigate. They were bound to the Mauritius, from Brest, and laden chiefly with naval and

military stores. The enemy were brought to action; but, the weather being extremely boisterous, and a dark night coming on, le Prothée, and three of the convoy, were all that fell into the hands of the English. Le Prothée, however, happened to have some specie on board, which was, of course, highly acceptable to the captors.

Not being so fortunate as to obtain the much-wished-for promotion, on his arrival in England, Mr. Louis was ordered to return to the Bienfaisant*. In the course of a few weeks, that ship was dispatched into the St. George's Channel, chiefly, we believe, with the view of falling in with a large private French ship of war, which was known to have sailed from Brest, on a cruise in that quarter. It was not, however, until the 13th of August, that the Bienfaisant fell in with the object of which she was in quest. On the preceding day, she sailed from Cork, with the Charon, Licorne, and Hussar frigates, and a large convoy; the whole of which not being able to get out of the harbour on that day, Captain Macbride directed the Licorne and Hussar to remain off the entrance, for the purpose of hastening the rest; whilst the Bienfaisant, with the Charon, lay to in the offing with those which were already out. At daylight, on the morning of the 13th, the Bienfaisant found herself driven down as far as the Old Head of Kinsale; when she observed a large ship, which afterwards proved to be le Comte d'Artois, of 64 guns, and 644 men, fitted out by a society in France, in chase of some of the convoy. Captain Macbride, in his turn, immediately gave chase; and, at half-past seven A.M. came up with le Comte d'Artois, which had hoisted English colours. The French Commander, le Chevalier de Clonard, appeared determined to reserve his fire. Captain Macbride followed his example; and, ranging up within pistol shot, entered into some

* Captain Macbride had been sent home express with the intelligence of the defeat of the Spanish squadron; but, owing to the unfavourable weather which he experienced on his passage, he was not able to reach England till some days after the arrival of Captain Edward Thompson, who had been dispatched with a duplicate of the account later than he himself had been. In the month of March, on the return of the fleet to England, Captain Macbride took possession of his old ship, the Bienfaisant.

conversation with the enemy. By this time the Bienfaisant had got so far on the Frenchman's bow, that neither his guns forward, nor those of the Bienfaisant which were aft, could be brought to bear. In this situation, Captain Macbride, having fully identified le Comte d'Artois as an enemy, notwithstanding she still displayed English colours, ordered the marines on his poop to fire. Le Chevalier now hoisted his proper flag, and briskly returned the fire; the engagement, on both sides, commencing with musketry. During the interval which elapsed before Captain Macbride could regulate his sails and place his ship in the position that he wished, the enemy made a daring, but unsuccessful attempt to board him. The engagement which ensued lasted for an hour and ten minutes; at the expiration of which le Comte d'Artois surrendered, having sustained a loss of 21 killed, and 35 wounded; her rigging, masts, and yards, having also been very much injured. Le Chevalier de Clonard himself was slightly wounded. Compared with this, the loss of the Bienfaisant was very trivial; she having only 3 killed, and 22 wounded, most of them in a very slight degree. The Charon came up toward the close of the action, but was so trivially concerned in it, as to have had only one man slightly wounded.

Le *Comte* d'Artois was not destined to be a *solitary* captive; for, in the course of the following month (September) the Bienfaisant also captured la *Comtesse* d'Artois, another French privateer.

At the close of the year 1780, Captain Macbride having been removed into the Artois frigate, of 44 guns, which had been taken from the French a few months before, Lieutenant Louis was particularly applied for by his old commander, with whom he accordingly went. L'Artois was considered to be, at that time, the finest vessel of her class in the world; but Lieutenant Louis had not belonged to her above two months, when, early in 1781, on the earnest recommendation of his gallant Captain, he had the pleasure of being promoted to the rank of Commander, in the Mackworth, armed ship. In this vessel he continued during the whole of 1781, giving convoy to the trade

from Plymouth to the Bristol Channel, and back, in company with the Lady Mackworth, another armed ship.

Captain Louis, in the year 1782, was sent to Ireland, as the regulating officer at Sligo, and at Cork, where he raised 5000 of the men whom the Irish Parliament had voted for the use of Government. He remained on that service until the 20th or 22d of January, 1783, when he was promoted to the rank of Post Captain, by Admiral Keppel, just at the conclusion of the American war.

A long and tedious season of inactivity now ensued; as, in consequence of the peace, Captain Louis remained upon half-pay until the breaking out of the last war—which may not inaptly be termed the war of the revolution—in 1793. At that period, it must have been highly gratifying to his feelings, to find himself again selected by his old Commander, Admiral Macbride, to be his Captain, in the Quebec, of 32 guns, on the Downs station.

Captain Louis was afterwards appointed to the Cumberland, of 74 guns. During the time of peace, he had resided in the vicinity of Torbay; and, so much was he respected by every person, and beloved by every seaman in that neighbourhood, that he was enabled to man the Cumberland almost entirely with volunteers, who, from personal attachment, were anxious to place themselves under his command.

He did not, we believe, remain long in the Cumberland; as, in the spring of 1794, we find him commanding the Minotaur, a new 74 gun ship, under the orders of Rear-Admiral Montagu, in the Channel fleet. Admiral Macbride afterwards hoisted his flag on board of the Minotaur, which, during the year, was chiefly employed in cruising off the coast of France.

In the month of February, 1795, Captain Louis, still in the Minotaur, was employed in the fleet under the command of Earl Howe, which escorted the East and West India, and other convoys, clear of the Channel, and afterwards cruised off Brest and in the Bay.

Early in 1796, Captain Louis proceeded to the West Indies, where he arrived in March, with a convoy. He returned to

England almost immediately, giving convoy to a very large fleet of merchantmen. His skilful and attentive conduct, on this occasion, had nearly lost that honorary compensation to which it was most highly entitled; for, as many of the principal Commanders were known to be on terms of friendly intimacy with him, they refrained, from motives of delicacy, to propose the vote of thanks, which, when merited, it is usual to present for such service. At length, however, the other Commanders came forward, and an unanimous vote of thanks was presented to Captain Louis, and published in the newspapers of the day.

Captain Louis was in the Channel fleet, under Lord Bridport, in May, 1797; after which he was ordered into the Mediterranean, to join the fleet then under the command of Admiral Sir John Jervis.—On the 30th of April, 1798, Admiral Nelson, who had joined Earl St. Vincent on the preceding day, off Cadiz, was detached into the Mediterranean, with a small squadron, consisting of three sail of the line, two frigates, and a sloop of war; and, shortly after, Captain Louis sailed with a squadron under Captain (now Sir Thomas) Trowbridge, to reinforce him. A junction was formed between the two squadrons on the 8th of June, when Admiral Nelson found himself at the head of thirteen sail of the line, a fifty gun ship, two frigates, and a sloop of war. The long cruise, which succeeded, in quest of the French fleet, is too well known *, and has been too frequently described, for it to require any detailed account in this place. Suffice it to mention, that the enemy were discovered at anchor, in the Bay of Aboukir, on the 1st of August. Admiral Nelson's flag-ship, the Vanguard, anchored the first on the outer side of the enemy †; and the Minotaur, Defence, Bellerophon, Majestic, Swiftsure, and Alexander, coming up in succession, passed within hail of the Vanguard, and took their respective stations, opposed to the enemy's line.

The account of the interview which took place between Admiral Nelson and Captain Louis, during the heat of the

* *Vide* Naval Chronicle, Vol. I, page 43, *et seq.*

† *Ibid.* Vol. I, page 53; and Vol. III, page 182.

engagement, is so exceedingly interesting, and reflects so exalted a degree of credit upon the professional conduct of the latter officer, that we are persuaded every reader will pardon its repetition in this place; particularly as the original statement was slightly incorrect:—" When the Vanguard anchored alongside le Spartiate, she became exposed to the raking fire of l'Aquilon, the next ship in the enemy's line; by which the Vanguard had between fifty and sixty men disabled in the space of ten minutes. Owing, however, to the gallant and judicious manner in which Captain Louis took his station a-head of the Vanguard, the Minotaur not only effectually relieved her from this distressing situation, but overpowered her opponent. Admiral Nelson felt so grateful to Captain Louis for his conduct on this important occasion, that about nine o'clock, while yet the combat was raging with the utmost fury, and he himself was suffering severely in the cockpit, from the dreadful wound in his head, he requested Captain Berry to hail the Minotaur, and desire Captain Louis would come to him, as he could not have a moment's peace until he had thanked him for his conduct; adding, *this is the hundred and twenty-fourth time I have been engaged, but I believe it is now nearly over with me.* The subsequent meeting which took place between the Admiral and Captain Louis, was affecting in the extreme. The latter hung over his bleeding friend in silent sorrow.—" Farewell, dear Louis," said the Admiral, " I shall never forget the obligation I am under to you for your brave and generous conduct; and now, whatever may become of me, my mind is at peace."

The result of this engagement was, that, of the French fleet, consisting of thirteen ships of the line and four frigates, nine of the former were taken, two were burnt, and two escaped; and, of the frigates, one was burnt, one was dismasted and sunk, and two escaped. The two ships which had the good fortune to make off, it will be recollected, were afterwards taken.

The Minotaur sustained a loss on this occasion of twenty-three killed, and 64 wounded.

Captain Louis, in common with the other Captains of the fleet, received the Thanks of Parliament, accompanied by a gold

medal, emblematical of the victory. He was also presented with a sword by the City of London.

In the summer of 1799, Admiral Nelson having returned to the Mediterranean, Captain Louis, with Captain Trowbridge, was dispatched by his Lordship to take possession of the Roman territory. Having entered into articles of capitulation with the French General, Grenier, a detachment of 200 seamen and marines was landed from the Minotaur and Culloden, for the purpose of taking possession of Civita Vecchia, Cornatto, and Tolfa; while Captain Louis, and General Bouchard, proceeded to take possession of Rome on the same terms.

For this service, Captain Louis was afterwards presented with the *insignia* of the Sicilian Order of St. Ferdinand and of Merit.

Indeed, the obligations which His Sicilian Majesty was under to Lord Nelson, were truly great, and it was difficult to estimate them too highly. His Majesty's regret, on hearing of the death of his gallant preserver, was, we doubt not, in proportion to the greatness of those obligations; especially as, at that moment, he must have anticipated the deplorable events, which, by the sanguinary and remorseless ambition of Buonaparté, have since hurled him from the sacred throne of his ancestors.

"Ev'n on the day, when weeping Britons bore
His corse, in mournful pomp, to Albion's shore;
Ev'n then, perhaps, Sicilia's threaten'd Lord
Breath'd the warm wish for his protecting sword."

During the remainder of the war, Captain Louis continued in the Mediterranean: a circumstance which enabled him to witness the capture of those ships which had escaped from the battle of Aboukir. In the course of the year 1800, after the unfortunate destruction of the Queen Charlotte, he had the honour of receiving Lord Keith's flag in the Minotaur; and, in the spring of 1801, he was still farther gratified, by his Lordship's selecting him for the service on the coast of Egypt.

Captain Louis returned to England at the latter end of 1802, and retired on half-pay, on the peace establishment.

At the commencement of the present war, his services were again called for, and he was appointed to the Conqueror, another new 74; in which ship he remained until his promotion to the rank of Rear-Admiral of the White Squadron, which took place on the 23d of April 1804. He then hoisted his flag in the Leopard, of 50 guns, and commanded on the Boulogne station during the whole of that year.

In the month of March, 1805, the Rear-Admiral was particularly applied for by his much-esteemed, and much-lamented friend, Lord Nelson; and was appointed to serve under him, in the Canopus, of 80 guns, one of the prizes at the battle of the Nile, on the Mediterranean station. Rear-Admiral Louis was the companion of Lord Nelson in the arduous task of chasing the French fleet to the West Indies and back; after which he was detached by his Lordship, with seven sail of the line, to Tetuan Bay, on a service of special importance*. To this absence of Rear-Admiral Louis from the main fleet, has generally been attributed the circumstance of Admiral Villeneuve's venturing out from Cadiz; a circumstance to which we are indebted for the most brilliant victory that ever graced our annals.

Thus, by a sort of chance, as it were, was our officer deprived of the opportunity of contributing to the defeat of the enemy; yet he must rather have exulted, than repined at the event, as that chance proved highly and essentially beneficial to the glory and the interests of his country. Had he remained with Lord Nelson, it is probable that the combined fleet would not have ventured to face our tars; or, had they ventured, the splendour of the victory would have been feeble indeed, compared with that which crowned the unparalleled efforts of an inferior force.

But, independently of the diminution of honour to his country, which his presence off the heights of Trafalgar might have occasioned, Rear-Admiral Louis had abundant cause for self-congratulation. On returning from the Mediterranean, he fell in with Vice-Admiral Sir J. T. Duckworth, who having re-

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* *Vide* NAVAL CHRONICLE, Vol. XIV, p. 375 and 407.

ceived intelligence of a French fleet being in the West Indies, took our gallant officer under his command, and pursued them. He had the good fortune, it will be well recollected, to come up with them, off the town of St. Domingo, on the 6th of February, in the present year*. Never was victory more complete or decisive; yet, in consequence of the superiority of two ships, which the English possessed, it made a somewhat fainter impression on the public mind than might have been expected, or, indeed, than the achievement deserved. But as, in gazing upon the sun, the eye is dazzled, and rendered incapable of estimating the lustre of inferior luminaries; so, in contemplating the unprecedented victory of Trafalgar, the mind became absorbed, and lost its power of appreciating exploits, which, otherwise, would have been extolled amongst the most heroic acts.

"At a short period after ten," says Admiral Duckworth, in his official account of the action, "the Superb closed upon the bow of the Alexander, the leading ship, and commenced the action; but after three broadsides, she sheered off: the signal was now made for closer action, and we were enabled to attack the Admiral in the Imperial, (formerly le Vengeur,) the fire of which had been heavy on the Northumberland, bearing the Honourable Rear-Admiral Cochrane's flag. By this time, the movement of the Alexander had thrown her among the lee division, which Rear-Admiral Louis happily availed himself of, and the action became general, and continued with great severity till half past eleven," &c.

The total loss of the English, in this engagement, was 74 killed, and 264 wounded; the Canopus, Rear-Admiral Louis's ship, having 8 of the former, and 22 of the latter.

One circumstance, particularly deserving of notice, is, that Sir J. T. Duckworth pursued the French squadron, under the expectation of having to contend, not with an *inferior*, but a *superior* force; and, had his expectation been answered, there is no reason to suppose that the issue of the contest would have been less successful than it proved; though, of course, the glory of the British arms would have been greater.

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* *Vide* NAVAL CHRONICLE, Vol. XV, p. 255, 385, and 450.

Howsoever slightly the affair might be estimated at home, by those who know nothing of the danger and chances of battle but by report, it is evident that the Commander-in-Chief, whose opinion in this case ought to be regarded as of some weight, considered it as no unimportant play of arms. "When I contemplate," says he, "on the result of this action, *when five sail of the line had surrendered, or were apparently destroyed in less than two hours,* I cannot, *though bound to pay every tribute to the noble and gallant efforts* of the Honourable Rear-Admiral Cochrane, Rear-Admiral Louis, the Captains, Officers, Seamen, and Royal Marines, under my command, *be vain enough to suppose that,* WITHOUT THE AIDING HAND OF PROVIDENCE, *such result could have been effected, and with a loss so comparatively small.*"

For the share which Rear-Admiral Louis bore in the action off St Domingo, he received the Thanks of both Houses of Parliament; and was presented, by the Committee of the Patriotic Fund, with a vase, valued at 300*l*., with an appropriate inscription.

A short time afterwards, His Majesty was also pleased to raise him to the dignity of a Baronet of the United Kingdom of Great Britain and Ireland, by patent, bearing date the 29th of March, 1806.

Since that period, His Majesty has likewise been farther pleased to grant his Royal License and Authority, that he, the said Thomas Louis, and the heirs male of his body to whom the dignity of Baronet shall descend, in virtue of the limitations in His Majesty's Letters Patent of creation, may bear supporters to the armorial ensigns of Louis*.

Sir Thomas Louis, after the service which he had performed in the West Indies, returned to his station in the Mediterranean, where he remained for some time, and then came to England.

Sir Thomas had been sedulously occupied in superintending the equipment of a secret expedition, of great importance, when

* *Vide* LONDON GAZETTE, July 6, 1806.

the news arrived, that the French squadron, of which Jerome Buonaparte's ship, the Veteran, had formed a part, was on its return to Europe from the West Indies. In consequence of this intelligence, the military force of the expedition was disembarked; and Sir Thomas Louis, in the Canopus, with ten other ships of the line, put to sea early in the month of September, with the view of intercepting the above-mentioned squadron. His orders, it is said, were to cruise fifty leagues west of Belleisle.

On this service we must for the present leave him, with our most ardent wishes for his success; though we must confess, our fears anticipate, that, having the start of him, the Frenchmen will effect their escape.

We have yet to observe, that, early in life, Sir Thomas Louis married a Miss Belfield, a young lady of very respectable family in the west of England, by whom he has four sons and three daughters. His eldest son, John Louis, was promoted to the rank of Post Captain, in His Majesty's Navy, during the administration of Lord Barham; exactly twenty-three years after Sir Thomas attained the same rank himself. His youngest son, Charles Belfield Louis, is now in the Naval Academy at Portsmouth, being also intended for his father's profession.

From the cursory view which we have taken of Sir Thomas Louis's professional life, it must be obvious to every reader, that he is an active, a courageous, and an able officer. Indeed, after the distinguishing compliments which were paid to him by the immortal Hero of the Nile, it would be only the extreme of folly, or the extreme of malignity, that would venture to call his talents in question; for, than the departed Nelson, no man was ever more capable of discovering or appreciating merit, and its contrary. His penetrating glance could, in a moment, pierce the veil, which, to common observers, might be the screen of incapacity or cowardice. The fiery ordeal has been passed, by those whose good fortune enabled them to acquire the friendship and esteem of Nelson.

We shall conclude this memoir in the words of an anonymous writer, who, after noticing the death of the first of heroes, piously exclaims,

> "God of the world! by whose divine decree
> Britannia's cross, in conquest, rides the sea—
> Our voice in this triumphant hour we raise;
> Propitious, hear our prayer; accept our praise!
> Be thine the glory, that his conqu'ring prow
> So oft from combat bore the captive foe;
> And oh! in mercy, may thy high command
> Raise other Nelsons to protect our land!"

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

SHOCKING INSTANCE OF MURDER AND PIRACY.

THE following horrible details are copied from a Calcutta newspaper, of December 15, 1805:—

The two militia men who were found guilty, on Thursday last, of the murder of Captain James Johnson, were executed in the Loll Bazar, on Saturday, pursuant to their sentences, and their bodies now hang in chains at a place called Melancholy Point, below Gordon Reach.

Of the particulars of the horrid murder of which these wretched men were most clearly convicted, the following appeared in evidence on their trial:

The ship Perseverance sailed from Penang, for Pegu, in the month of April last. Nothing worthy of remark happened until the third night after they left Penang; when, between twelve and one o'clock of that night, the witnesses (who were an Armenian passenger, the Butler, Captain's Cook, and a Clashy) were alarmed with an unusual noise upon deck, where they instantly proceeded, and found that the chief Mate had been killed, or severely wounded, and was then lying near the forecastle. They directly saw the Captain coming out of the cuddy door, with a drawn sword; when he addressed the Gunner, and said, "For God's sake, don't take my life, and I'll deliver up the ship to

you!" He was then between the wheel and the cuddy door, when the Seacunny, who suffered on Saturday, instantly plunged a crease into his heart; he was then heard to exclaim, "O Lord!" and, it seems, instantly died. He had wounded one of the Seacunnies, but, being pent under the poop, he had not sufficient room to wield his sword in his defence.

Having accomplished their infernal design so far, they ordered the Captain's Cook, who had hid himself in the long boat, to take the wheel, under the pain of death if he refused. The Armenian passenger was then called; the Gunner told him they had killed the Captain, and said, "we will now kill you." He begged hard to spare his life, and they did so.

They then ordered the Serang to lower down the pinnace, and put into her a cask of water, some biscuit, &c. and then ordered the Butler to give them some gin and a chest of wine. They then took all the dollars and articles of plate they could find, put them into a dirty clothes bag, and sent them into a boat, with three Seacunnies, a woman, and a boy, the Serang and four Lascars, the Armenian, Butler, and Cook.

The Gunner and three Seacunnies remained in the boat for some time; during which they were employed in driving the Lascars into the hold, and battering down the hatches; which being accomplished, they set fire to the ship, by putting oakum, tar, and gunpowder upon the tarpaulins upon the hatches. They continued on board until the rigging was on fire, and beginning to tumble down; they then went into the boat and pushed off, leaving no fewer than 42 or 43 Lascars to perish in the flames.

They now proceeded towards the land, and kept strict watch over the Serang and Lascars, who were obliged to pull the boat three days and nights, until they reached an uninhabited island, supposed to have been one of the Arrows, where they landed.

The Butler, Cook, Serang, and two or three Lascars, being permitted to go to a spring of water to wash themselves, found means of making their escape into the jungles, where they continued wandering for some days, until at length they saw a Malay prow, which took them on board, and carried them to another island, the Chief of which sent them to Penang.

We have not heard how the Armenian made his escape. It is supposed that they murdered the woman, and also the other four associates; and we are led to believe that the witnesses, who so fortunately and providentially made their escape, would have shared the same fate. A passenger, of the name of Palmer, is said to have been also killed on board the ship.

NEWLY DISCOVERED ISLANDS.

WE have received some important communications from Port Jackson, consisting of observations made in the North and South Pacific, by Mr. Simpson, Commander of the Nautilus. This gentleman has discovered in south lat. 11° 17′ and east long. 167° 58′ an island which he has called Kennedy's Island. From its beautiful appearance, united to its being well inhabited, Mr. Simpson is of opinion that it may prove a valuable acquisition to our new colony, particularly as it produces hogs in abundance.

The natives, he says, are savage, artful, and treacherous, upon Dexter's Group, or Duff's Group, which obliged him to fire upon them; and this may be a necessary precaution to any person, who may wish to land upon them hereafter.

Upon the Island Disappointment I landed some fowls, sowed several sorts of seeds, and put some plants to the ground. In two previous voyages I passed this island without the precaution of looking for land, as I am sure many other navigators have done. We found upon it the remains of a very large lower mast, next the keel, which led us to think some large Spanish ship had been wrecked upon it; but it must have been long since, as the timber was greatly decayed.

Though these islands are thinly inhabited, we scarcely saw one in the whole of this group but had natives upon it; and when our distance sunk the reefs below the horizon which extend from island to island, the natives, as they crossed from one to the other, presented the appearance of a regiment of soldiers marching round the horizon on the surface of the sea. All the islands are exceedingly low, and show at first, like all the rest in this labyrinth, a few scattered trees above the horizon. This circumstance will demonstrate their danger to seamen, who cannot be too much on their guard on so perilous a navigation. I am fully persuaded that not one hundredth part of them are known to navigators. They appeared to us to be formed of coral and sand, lightly covered with a thin black soil; the stones on the shore had the appearance of having been burnt: they were black, porous, and light.

YELLOW FEVER.

FROM different trials made by Physicians in America, it appears, beyond all doubt, that friction with common oil is an excellent remedy for the yellow fever, united with the other means hitherto employed, according to the state of the patient,

and other circumstances. A trial made of this remedy at Malaga itself, deserves to be mentioned: General Reden, Commandant of the Swiss regiment of the same name, employed it on himself and soldiers, and did not lose a single man of the 1600 of whom his corps consists.

SIR W. S. SMITH.

A LETTER from Rome states, that Sir S. Smith had carried a reinforcement of British troops to Gaeta, and that they, in three columns, joined in the sortie of the 16th May. One division, comprising about 500 British, took the fort of St. Andrew, on the road to Naples, put most of the French garrison to the bayonet, and spiked the cannon. Their retreat was intercepted by a French corps of greatly superior force; and in the engagement which ensued, 20 English and 80 Neapolitans were made prisoners. The allied troops afterwards retired to the mountains, and it is supposed that their return to Gaeta is cut off. The two other divisions, under the immediate orders of the Prince of Hesse Philipsthal, directed their attack against the enemy's trenches, and retreated in safety, after accomplishing their object. Sir S. Smith, with the boats of his squadron, contributed greatly to the success of the enterprize.

CAPTAIN COOTE.

CAPTAIN COOTE, who was captured in the Ranger sloop of war, by the Rochefort squadron, in July, 1806, arrived at Southampton on Wednesday last, in the Kitty cartel, from Morlaix, on his parole, to be exchanged. Captain Coote was confined at Tours, the capital of Tourraine, where he left on the 12th of June, Captain Brenton, of the Navy; Dr. Grey, of the Navy, and family; Doctors Morgan and Johnson, and several others, prisoners of distinction, quite well. His health was so impaired, by being confined six months on board the Majestueux and Suffrage, that he came from Tours to Nantz, down the Loire, in a shallop. He was a witness, whilst on board the French Admiral's ship, of the brave defence made by the Calcutta, Captain Woodriff, which was captured by the same squadron. They were six months at sea, besides the fifteen days they were watering at Teneriffe and Vigo. At the latter place, Captain Coote saw the two French and one Spanish line of battle ships, which Sir Robert Calder beat. They were rendered quite unserviceable, as there were no docks at Vigo in which they could be repaired, and it was impossible for them to go to sea without repair. The people of France are pre-

vented by fear from holding intercourse with our countrymen there: if they are the least suspected of it, a *gen d'arme* enters the house, the person is carried to the Temple, and never more heard of. The pay of a French soldier is 2½d. per day, and his allowance a pound and a half of bread per day. The English officers live at a prodigious expense. The French, who are wanting in every principle of honesty, if they suspect their guest to be a stranger, exact the most extravagant price for every article. The Kitty landed nine French officers at Morlaix. She was only seventeen hours on her passage back to Southampton.

LIEUTENANT BARKER.

AN occurrence has taken place at Verdun, which does too much honour to the person concerned in it, not to find a place in our Chronicle:—

Mr. Barker, a Lieutenant in the English Navy, and prisoner at Verdun, lodged in apartments overlooking the Meuse, where he had been for some time ill of a tertian ague. While he was suffering under a violent fit a few days ago, he perceived a child of eight or ten years old, who, carried by the current from the bathing place to the deep part of the river, was on the point of being drowned. Mr. Barker, forgetting his own critical situation, rushed out, jumped into the river with his clothes on, and was lucky enough to save the child, and restore him to his parents. After this affecting incident the disorder of the stranger increased, but the strength of his constitution and his youth enabled him to overcome it. We have reason to think, that Lieutenant Barker was an elève of the late Admiral Payne.

CAPTAIN ADAMS, MARY OF LONDON.

ONE of the French frigates belonging to l'Orient squadron was severely handled by the Mary, of London, one of the ships taken by the enemy off the coast of Africa. After an action of nearly half an hour, Captain Adams formed the determination to board the enemy; and arming 250 negroes with knives, pikes, swords, &c., he rushed with them on the frigate's deck, and, after a shocking carnage, swept the Frenchmen from it. At this moment Captain Adams was killed by a shot from the rigging, the negroes became alarmed and confused at the loss of their leader, and the French rallying, drove them down, retook the frigate, and re-captured the Mary.

FRENCH ACCOUNT OF A LAUNCH AT THE HAGUE.

Hague, July 3.

THE day before yesterday was launched, at Rotterdam, in presence of their Majesties, the eldest of the Princes, and a numerous suite, among whom were Admiral Verhuel and several Generals, a ship of 90 guns. This is the largest ship ever built at this port. His Majesty, after expressing to the magistrates of Rotterdam his satisfaction at the reception he had received from the inhabitants and the council of the commune, thought proper to change the name from Piet Hein to that of the City of Rotterdam. The inhabitants assembled in crowds round the carriage, and filled the air with acclamations.

KING CHARLES'S CAP.

ON the return of Captain Sir Richard Haddock, after the battle of Solebay, King Charles the Second bestowed on him a very singular and whimsical mark of his royal favour; a satin cap, which he took from his own head and placed on Sir Richard's. It is still preserved in the family, with the following account pinned to it:—"This satin cap was given by King Charles the Second, in the year 1672, to Sir Richard Haddock, after the English battle with the Dutch, when he had been Captain of the Royal James, under the command of the Earl of Sandwich, which ship was burnt, and Sir Richard had been wounded; given him on his return to London."

ACTION BETWEEN THE PHÆTON AND HARRIER, AND THE FRENCH FRIGATE LA SEMILLANTE.

Calcutta Gazette, January, 1806.

A REPORT having prevailed that His Majesty's ships, Phæton and Harrier, had been beat off by the Republican frigate, la Semillante, in a skirmish, which lately took place on the coast of Manilla; we have the pleasure to insert the following account respecting it:—

On the 3d of August the Phæton and Harrier, being in company off the coast of Manilla, cruising down for the harbour of San Jacinto, they saw a strange sail, which, upon their approach, cut her cable, and ran under a battery, appearing to have grounded there. The frigate soon after hoisted French colours, and was very actively employed with her boats, in carrying out warps to warp her through a narrow passage: upon hoisting her colours, with a broad pendant, she commenced firing her stern guns at the

Harrier, as did the batteries on shore, which was return'ed by a very brisk and steady fire from the Harrier and Phæton: there was little wind. The water shoaled extremely fast; and both ships, the Phæton and Harrier, drifted so fast on the rocks, that Captain Wood was obliged to haul off to prevent his getting aground. The action was in consequence discontinued for the night, and in the morning the Semillante was observed to have hauled close in shore, with her cables on the beach, and so protected by the batteries, as to give no opportunity to Captain Wood to destroy her. Had not the wind fallen calm, she would have proved an easy capture.

The British ships had no one killed or wounded, though many shot came on board, and wounded their hulls and rigging. It is stated that la Semillante lost 13 killed and 36 wounded; subsequent reports have stated, that she was got off in the course of the month, and was refitting to proceed to Batavia; but this appears to be conjecture.

TURKISH NAVY.

Constantinople, May 30.

IT is well known that the Empress Catharine, in her last treaty of peace with the Porte, stipulated as a principal condition, that all the inhabitants of the Turkish empire, who had adhered to her interest during the war, should have permission to settle in Russia. Under this clause, Russia has assumed a sort of sovereignty over a great number of Greek families, particularly in the Morea and the Archipelago. Most of the merchantmen which belong to these parts sail under the Turkish flag. This privilege now, however, gives much uneasiness to the Porte; and the Dragoman of the Admiralty has notified to all the Captains of Greek ships which carry the Turkish flag, that they must strike it, under the pain of confiscation of their vessels.

BRITISH NAVY.

THERE are at present in commission 730 ships of war, of which 122 are of the line, 15 from 50 to 44, 165 frigates, 181 sloops, and 247 brigs, &c.

SPANISH NAVY.

SPAIN has made a last naval effort, by equipping 20 sail of the line. Of this number eight are at Carthagena, and nine at Cadiz. Buonaparté has insisted that she should either declare against Russia, or shut her ports against the ships of that nation; but now

that he is anxious for a reconciliation with Russia, the intended proceedings, it is thought, will not be carried into effect.

DUKE OF MONTROSE PACKET.

A LETTER from Dominica, of the 26th of May, gives the following account of the Duke of Montrose's action with the Imperial :—

You will be gratified to hear, that the Duke of Montrose packet, Captain Dynely, has taken a French privateer from Guadaloupe, with a General Officer and 50 soldiers of the 26th brigade on board. The packet had on board Lieutenant Wallis, and thirty of our 46th regiment. The enemy fought long and desperately before they surrendered. The evening before this happened the crew of a sloop that was here mutinied while the Commander was on shore, and carried her towards the Saints, where they fell in with this French privateer, and gave themselves up to her. Both the vessels then returned with the intention of cutting out some ships that were in Roseau Roads. The packet and her convoy being fortunately here, were sent out to meet them. The packet went after one of them, and her convoy after the other, and captured them both. Lieutenant Wallis, who behaved so gallantly on this occasion, is the officer who was mentioned so handsomely in General Prevost's dispatches, when the French made an attempt upon this island.

A MERMAID.

THE journal of Hudson, the great navigator, which is deposited in the British Museum, contains the following entry :—

June 15, 1607, 15° lat. 75° 7′.

This morning one of our company looking overboard, saw a mermaid, and calling up some of the company to see her, one more came up, and by that time she was come close to the ship's side, looking earnestly on the men. A little after, a sea came and overturned her. From the navel upwards her back and breasts were like those of a woman (as they say that saw her) ; her body as big as one of us ; her skin very white, and long hair hanging down behind, of colour black. In her going down, they saw her tail, which was like the tail of a porpoise, and speckled like a mackarel. Their names that saw her were Thomas Nelles, Robert Rayner, and Joseph Wilson.

PLYMOUTH TELEGRAPHS.

Plymouth, July 12.

THE new Telegraphs, the one fixed within the Higher Lines Dock, and the other fixed on the heights above Saltram, are nearly completed; the telegraphs themselves are complete, and the lodges for those men who work them are almost finished. They have communicated a message to the Admiralty, and an answer has been returned in a space of time from 28 minutes to 30 minutes. A short message has been conveyed, and an answer returned from London, in a space of time from 10 to 12 minutes; a celerity of conveying intelligence hitherto unknown in this part of the country, and will be a great saving in expresses from this port to the Admiralty and different public offices.

ADMIRAL SIR R. STRACHAN'S PRIZES.

THE tonnage of the four French men of war, prizes to Rear-Admiral Sir R. Strachan, having been taken by measurement, was found to be as follows:—

	Guns.	*Tons.*
Du Guay Trouin, now l'Implacable	74	1882
Le Scipion......................	74	1884
Le Mont Blanc	74	1886
Le Formidable, now le Braave	84	2248
Total Tonnage......		7900

Of their class and tonnage they are the largest ships in the world.

PROJECTED IMPROVEMENTS.

A PLAN is in contemplation, which promises most essentially to benefit the trade and commerce in St. George's, the English, and Bristol Channels, and to open a better communication between London and Dublin, than at present exists, by way of Holyhead. It is proposed to carry out a pier at a place called Portdyallaen Harbour, in Caernarvonshire, which may be done at a very small expense, and be made one of the best and safest harbours in the kingdom. In that case, vessels may beat in or out during the day or night, and come to an anchor in four fathoms water, at low tide; whereas, at Holyhead (a dry harbour,) the tide must flow three hours at spring tides, and four at neap tides, before a vessel can get in or out. But the principal advantages would be, in case the packets were to sail from this port to Ireland, that the communication between the two countries would be considerably

facilitated, the dangerous race of the Head, where so many vessels have suffered, the rocky shore to the east of the harbour, and the sunken rocks of Knyshalen, would be avoided; and a safe, and at all times, accessible, harbour be opened, in a part where, at present, on either side of the Channel, there does not exist a roadstead even for ships to run into in bad weather.—The trade of Liverpool, and indeed of all places whose trade passes through St. George's Channel, would be materially benefitted; and the communication, as before stated, between London and Dublin, would be bettered. It is thirty-six miles less from London to Portdyallaen than to Holyhead, and the dangerous passages of Bangor and Conway Ferries would be avoided. A new turnpike road has been made through Wales to Portdyallaen harbour, and the plan altogether promises to the traveller the multiplied benefits of lessening the time, trouble, expense, and danger, of the journey from Dublin to the sister city. For this improvement the country is indebted to the zeal and enterprise of W. A. Maddocks, Esq., the member for Boston.

RAIN WATER.

MR. EDITOR,

AS the enclosed papers, written by Captain Wilson and Sir Joseph Banks, may contribute to draw more public attention to the interesting subject of collecting rain water in long voyages at sea, you will oblige me by inserting them in your Chronicle.

I am, Sir,

Your very obedient Servant,

J. A.

RIGHT HONOURABLE SIR, *August*, 1804.

Having frequently considered the distress and calamity arising on board of ships from a want of fresh water, it occurred to me during the course of this voyage, that if rain could be purified and divested of the tar it imbibes from the rigging, it would be a ready means of supplying ships with good fresh water; as few voyages are made in which rain does not fall in sufficient quantities to fill many, if not the whole, of the empty casks.—Impressed with this idea on the outward-bound voyage to China, I directed some flint stones to be put into a cask, having a head taken out, and in the lower head a nossel or pipe, which went through the poop-deck, and communicated with another tub or cask (in which also were flints) below:—by these means, I filtered a cask of rain water,

saved from off the deck, and in about two or three hours it became clean, but had lost very little of its tarry taste.—Considering that, probably, the tar would unite more readily with some earths, more than others, I tried the experiment upon some garden mould that I had on board, which in some measure succeeded, as the earthy taste was predominant; but we found great difficulty in clearing it from the earth, or mould, which I think was owing to it's being too fine, and, thereby, uniting too readily with the water. At St. Helena I took on board some common earth from the shore, and, with it, we perfectly succeeded in taking away the tarry taste; but the same difficulty occurred with regard to purifying it, as in this earth there was a considerable proportion of clay, or mud: after straining this water through canvas, and passing it again through the earth, that had been dried by the sun, I think it took back some of the tar, and was not so well tasted as before.—These are the particulars of my experiments, which, although certainly far from being attended with complete success, may not, improbably, be the means of leading some person, more competent than myself, to pursue the subject to a successful issue.—Under this idea, I have done myself the honour to make this communication to you, requesting you will make whatever use of it you may think proper. I beg leave to add, there are, now on board the Warley, several casks of rain water in its original tarry state, which I have preserved for the purpose of further experiment, should any chymical gentleman wish to proceed in the investigation.

I have the honour to be, &c.

H. WILSON.

To the Right Honourable Sir Joseph Banks, Bart.,
President of the Royal Society, &c.

COPY.

Soho Square, August 30, 1804.

SIR,

THE circumstance of your not mentioning in your last favour, that you had brought home plants under my address, made me doubtful whether the letter was from you, or another person of your name: it was not till a day or two ago, that this mistake was cleared up, or you would not have waited so long for an answer.

You seem to have so well succeeded in your experiment of cleaning the taste of tar from water collected from the rigging of a ship, that I really think it improper that any person should interfere with you, and, by carrying it possibly a little farther, carry away too great a share of the merit of the discovery. You

have clearly made the tarry water useful and wholesome for all kinds of necessary purposes. For the supply of plants during a long voyage, your contrivance is, certainly, satisfactory; and as such, I pray you to receive my best thanks, as a Botanist, for a most useful improvement. In the ordinary use of a ship, if your filtered water is served out for all the smaller purposes, of washing hands, and the other little uses, that require some water to wash with, this will produce a saving of importance; and in all cases of necessity, which it is chiefly your aim to relieve, surely no man that is thirsty will trouble himself about an earthy taste in the water. Probably this earthy taste will be corrected in boiling, and tea may be made with the water; if so, another point will take place. In short, you have brought the business to perfection for all necessary uses; and you are deficient in nothing, but an article of luxury in the taste of your water. If I were to advise any farther experiment, it would be, to filter the water by ascension, as I conclude you have done, through an equal quantity of well wetted Woolwich sand, and fine powder of charcoal: this last article will give no taste whatever, and will, in case the water is at all putrid, absorb all traces of bad smell or taste. If the dose of sand and that of charcoal dust is varied in proportion, I have no doubt, that a proper filter will be discovered, from which water pure enough will issue. If you see the Captain of the Henry Addington, will you do me the favour to tell him, that I am highly sensible of the value of his assistance, in bringing home the gardener with the King's plants. Nothing but the confinement I am now under, from the recent loss of my mother, would have prevented me from seeking him out, to thank him in person. I am also obliged to the Captains of the Hope and the Wexford. I trust, that in the early autumn I shall be able to find an opportunity of returning them, and you, Sir, my best thanks, for the valuable assistance you have given to the advancement of the science of Botany, and the amusement of our most gracious Sovereign.

I beg, my dear Sir,
That you will believe me,
With real esteem and regard,
Your most faithful, humble Servant,
JOSEPH BANKS.

KING LOUIS.

THE Dutch sailors who refused to drink their new King's health in *Geneva*, appear, somehow or other, to have got a little *British spirit!*

CORRESPONDENCE.

MR. EDITOR,

THE following are the particulars of a Court Martial held on board the Arethusa frigate, a very detailed account of which appeared in the Kingston Chronicle of the 19th of June last. As the trial occasioned much discussion among naval officers here, I conceive that it will not be uninteresting to those who are on the other side of the Atlantic. By inserting it, therefore, in your useful and elegant work, you will much oblige a constant reader of the NAVAL CHRONICLE.—Your readers will perceive, by this trial, that a commanding officer can at any time, and for any length of time, confine an officer serving under him, without acquainting him with his alleged crime; and that he can not only act as *prosecutor*, but also as a *witness*.—I am an advocate for strict discipline; but certainly when so great a power is vested in an individual, it should be exercised (as undoubtedly a wise and benign legislature intended) with great discretion.

I am, Sir, &c.

J. M.

Port Royal, Jamaica, July 20, 1806.

COURT MARTIAL.

A Court Martial was held on board the Arethusa frigate, in Port Royal harbour, the 29th of May, 1806, on Mr. Simpson, the Surgeon of that ship, for words stated in the charge to be spoken *violently*, *disrespectfully*, and *contemptuously*, to Captain Charles Brisbane, of the same ship. The members of the Court were,

Captain J. BLIGH, President.

Captain MALBON, | Captain FYFFE,
——— LYDIARD, | ——— LAMBORN.

It appeared in evidence, that the Surgeon, the Master, and Mr. Byrne, dined with Captain Charles Brisbane, the prosecutor, on the 30th of April; and that the conversation after dinner turned on the accident which had a short time before happened to the Arethusa. The Captain remarked, that great blame was imputable

to Lieutenant Higman, (the officer of the watch at the time when the accident happened,) and that it was impossible to avoid holding a Court Martial upon him, by which he would certainly be broke. The Surgeon observed, that he thought a Court Martial might be avoided, as it appeared to him that blame was not imputable to any one; that as *currents* were very variable in those seas, the ship might have been carried by them nearer the land than they expected, and that the accident might have happened to the most careful officer. The company continued in conversation for nearly three hours; in the course of which, the Surgeon affirmed that the Captain and Master said at the gun-room table, on a preceding evening, that *they knew the land* the moment they saw it. This not being acknowledged, he said, that he could make oath to it: on which the *Master* observed, that if he would take his oath to that, *he would make oath to a great falsity**. The Surgeon immediately replied, that he would make the Master answer to him for that expression.—The witnesses called to support the charges were, Mr. Engledue the Master, and Mr. Byrne, a Midshipman. It came out, in the cross-examination, that both these witnesses had been repeatedly called into the prosecutor's cabin, and desired by him to commit to writing *particular parts* of the conversation which had taken place at his table. They, however, both admitted that the expressions of the Surgeon were not *violent* [vehement] till the Master had given him the lie, and that even then he spoke in a *general way*. The Master owned that he had been the Surgeon's patient ever since the affair took place, who had not put any question to him, neither had he used any irritating language, nor abated, in the smallest degree, his care and tenderness of him. Mr. Byrne did not recollect some parts of the conversation, which both the Prosecutor and the Master admitted to have been spoken: on which the *Court* observed, that such observations could not have been made without his hearing them, and that his memory seemed very good in recollecting any thing which militated against the Prisoner. It appeared that the Captain had put the Surgeon under an arrest from the 29th of April till the 29th of May, at the same time ordering him to attend the sick as usual, as there was no assistant on board. The Surgeon answered, that he knew he could not be compelled to discharge his official duties while

* This certainly might have been easily cleared up, if the Prosecutor had allowed the other officers to be examined who were in the gun-room at the time when this avowal was said to have been made.

under an arrest, but that humanity to the sick would induce him to do it; and at the same time requested to be informed under what article of war he had been confined: but he was not made acquainted with the charges till *two* days before his trial! The Prisoner was unable to call any exculpatory witnesses, as the Prosecutor subpœnaed *all* the officers of the Arethusa, although he did not call any but the Master and Mr. Byrne! The Prisoner was thus reduced to a kind of negative proof, or that which arose from the contradictoriness of the evidence adduced by the Prosecutor. The Surgeon having had only two days allowed him to prepare his defence, he hoped that he should have been able to avail himself of the friendly offer made by the officers, to assist him in taking notes in court, and he trusted that he should also have been able to prove by them some material circumstances. How discouraging, then, must it have been to him on the day of trial, that the Prosecutor had deprived him of both those aids! and his discouragement must have been increased when he saw the Captain acting in the twofold capacity of witness and prosecutor.

Notwithstanding these depressing circumstances, he made a very able defence; which, indeed, did not seem to be necessary, as the very contradictory nature of the evidence was amply sufficient to secure the sentence of acquittal, which was passed by the Court. The Surgeon called several officers, who gave him a most excellent character: he also produced letters from officers of high rank and character, and some from the Prosecutor, (with whom he had lived in great intimacy for several years,) in all of which he is mentioned with great respect.

VOYAGE UP THE MEDITERRANEAN.

An Account of a Voyage up the Mediterranean to Athens, 1800, 1801, 1802, 1803, *in His Majesty's Ship the* Braakel, *commanded by the late* Captain George Clarke: *contained in Three Letters, written by one of the Warrant Officers of that Ship.*

[First Letter.]

MY DEAR SIR, *Braakel, Smyrna, May 24, 1803.*

I HAVE had a strange adventurous round, since I left you at Cork: we shortly proceeded to England, and after undergoing a refit in Portsmouth Dock, we hoisted Admiral Holloway's flag, Captain George Clarke, Commander, in the harbour, which we

retained until the October following (1800). I was in the middle of this month with my family in Somerset, when an express demanding my immediate attention arrived. There was not time, from the nature of the letter, to send to see my little folks, who were at school, previous to my departure; the horse had been ready at the door; and in the same dress that I was about to go shooting in, mounted, and was off in an instant. It was judged that the ship was bound to Ireland, and that it was expected we should be back again in a month or six weeks, as wind permitted: be that as it may, the secret of our destination was kept inviolable, until we were off the Lizard, in November, under orders for Cork. On our arrival off that port, we were met by the Admiral's tender. "*You are to proceed immediately by the Admiral's direction to Lisbon.*" So here, I may say, commences an extraordinary routine, not yet finished.

Sailed from St. Helens, 17th November, 1800. This will be a faint picture: but as I write to a friend not critically bent, I shall do it with pleasure; just as recollection affords an idea, without study, or even recopy. We arrived at Lisbon in December, and staid a fortnight. My time here was much engrossed by the duties of my office, and fortunately it was: for Lisbon is not a place that affords me entertainment. The City looks very fine from every distant view; but when once landed, every thing is abominable. You know Edinburgh is characteristic of a filthy custom: in Lisbon it is carried to ten times the excess. Your ears are stunned continually with the ringing of bells; every one of which is denominated a *Saint;* for here superstitious popery still reigns as vehemently as ever. Not a night passes without murders; and money purchases absolution every morning. That abominable institution, Inquisitorial Power, still remains here unlimited, uninquired into. Nothing gave me any pleasure at Lisbon. Dirty inns, wanting every accommodation; bad wine, bad every thing; but to a man understanding the Portuguese language, the opera may afford amusement. However, such is the jealousy of these people, that eunuchs are substituted for women, which seemed to me such a contradiction to nature, that my patience would not hold out. Their voice and dancing has been much admired by most travellers.

We took on board troops destined to join our floating army in the Mediterranean: we passed through the Straits of Gibraltar without landing on that celebrated rock; and Christmas day, 1800, arrived at Malta. This island, the most celebrated in the Medi-

terranean Sea, retains a great deal of its ancient dignity: its heroes embellished their actions with so much solidity and truth, that French rapacity and falsehood could not rob the country of all its ornaments. The city of Valette is superb; regularly built, streets broad, fine squares, and impregnable fortresses. In the church of St. John, in this city, are the monuments of all those Knights who rendered their names immortal, by the defence of Malta against the Turks. The designs are as beautiful as the sculpture; some of which is in mosaic, in marble, and in metal or bronze. Superstition reigns here as much as at Lisbon. Immense sums of money had been expended in embellishing the churches, before the French came here. Crucifixes, and images of gold and silver, were innumerable; every Prince in Europe vying with each other for some hundred years past, who could make the most valuable presents: but whatever was moveable in that way the French melted down. Fortunately the pictures were painted on the walls of the churches, and the most celebrated of the Italian school have been employed on them.—The sun being intensely hot, almost throughout the year, keeps these pictures in a high state of preservation: they are all of course religious pieces. On some of the pictures I have gazed for hours. Faces descriptive of perfect beauty. Resignation when on the point of becoming a sacrifice, so as to call forth every emotion of sensibility. I think the picture of Saint Barbara, in the parish church of Bormala, exceeds every thing I ever saw: there is another of Saint Ursula, in a Dominican Convent near the town, of the same beauty: you are struck with a religious awe; the imagination becomes terrified, and you shudder with indignation to behold the infatuated murderers, whom implacable revenge and savage ferocity command.

Every Saint in the Romish church, of whom there are a prodigious number, here find a niche, emblematically representing some part of their history. There is a beautiful painting at Zeilun, Pope Gregory (who was sainted) inspired. He is in the act of composing; and from a dove, placed in the upper part of the picture, descends, in rays, INSPIRATION. This picture is very expressive of the idea we form of the inspiration of that sublime prophet, Isaiah. But besides the churches, the altars here are formed of the richest marble, I suppose, the world produces, and some very fine sculpture; viz. that of St. John baptizing our Saviour, in St. John's church. The figures as large as life, with fine accompaniments. As this island was the seat of the Knights of St. John of Jerusalem, great pains have been taken to embellish, by houses and gar-

dens, different parts. Of itself originally, it could have been little more than a rock, where intense heat nearly banished the vegetable world: however, by industry, water is conveyed by aqueducts wherever necessary, and the earth is thereby prevented from being entirely burnt up. The fruit here are very fine, particularly those which like a dry country: grapes, pomegranates, and olives, thrive here prodigiously; as do oranges and lemons: but these trees require a daily care, by being watered. However, they repay the trouble, as Malta is supposed to yield the finest oranges in the world, and in immense abundance. The squill is found all over the rocky parts of the island in great plenty.

But I should not omit telling you of one curiosity here: it is the cave where St. Paul is erroneously reported to have lived three months after his shipwreck. The interested monks tell you, that if you possess a piece of this cave, (a kind of chalk,) however small, diseases and misfortunes will never attack you; and that although these favours have been distributed ever since the period St. Paul lived, yet that the rock does not diminish, or the cave enlarge. I should however add, that the pieces given are not very large, as well as that every piece must be paid for; otherwise it loses its virtue. The learned Bryant has proved, that St. Paul was never here.

I had a very delightful cruise in our launch to the adjoining island of Goza, called from its richness the little Sicily. This is by some said to be Calypso's island, where Ulysses and his son Telemachus were permitted to enjoy the hospitality of that goddess. The inhabitants at present show you the garden, grotto, &c.: but you must not read, at the time of visiting it, Fenelon's enchanting description of the seat of that very dangerous lady. We found here a collected number of immense stones; not so large, but not unlike those on Salisbury Plain: probably in ancient days forming at the same time a fort and a sanctuary. The chief town on this little island is walled in: its situation is on a hill. Formerly the inhabitants came within the walls every night, with their stock; as the Arabs coming from the opposite shore, committing nightly depredations; and drove every thing they could find, both man and beast, into slavery. This town is very ancient. Latin inscriptions and images of Roman matrons are to be seen, but these bear no comparison with other antiquities. The men are poor souls; I mean the higher sort: the lower are very brave, and very admirable managers of sea craft. The women are finely formed. For money you are regaled here with all the delicacies

of Italy, and in particular ices: but all over this island the destroying hand of Napoleon Buonaparté is to be seen: fountains destroyed, by the lead being taken for musket balls, &c. However, the English are as indefatigable in giving, as the French were in taking; therefore, if ever you should travel voyages that way, you may still find it worth touching at. Although it was not exactly at this period, that I had an opportunity of observing much of Malta: after the Egyptian expedition we returned here, and our ship remained immoveable, for nearly twelve months. Then I formed a society with a friend; and every Sunday we took our journey to some different part of the island. As we greatly enjoyed these parties of pleasure, I will tell you how we managed them.

I should first inform you, that take what point of the compass you please, you can reach in one day, from Valette, the opposite shore of the island; and may, without too great fatigue to horse and man, return to the city before the gates are shut. Well then: the dinner was provided every Saturday, for Sunday; and that *a good one*, at the expense of each alternately. A house about three miles from the city, formerly belonging to one of the Knights, who was absent, from revolutionary causes; then inhabited by a farmer and his wife, most decent people; afforded a delightful resting place, with a fine prospect, to dine in, surrounded by the grape, the pomegranate, and fig, which could be gathered without rising from our seats. Our management was thus: I breakfasted with the family at eight; at nine we crossed an arm of the harbour in the ship's boat, rowing through the fleet; our coach waiting for us at one of the gates. Our provisions were packed in two four dozen hampers; and three in the coach, attended by a seaman, and my servant, then began moving on towards our first destination; being there arrived, we alighted for the horse to feed, this being for him the hardest part of our journey. In half an hour, the horse was put to, we again mounted, and pursued our course, which varied every Sunday, for the whole summer: stopping at every church, and at every place, to see whatever could be considered curious, or worth observation. We managed generally to return by four, or half past: when we found our dinner ready, which was always cold. Being mutually inclined, and always predetermined to be pleased, we studied more each other's comforts than our own; and therefore if we did not from the heat enjoy extraordinary appetites, each person did his best, being considered as an act of attention to the provider.

Thus passed our Sundays for eleven months, with uninterrupted enjoyments: but every Monday morning my wishes towards my own home found its bias. However, as that did not depend on myself, I have pretty successfully endeavoured to drive away repining, and recollected that every day that is given is to be accounted for: but let us proceed on with our voyage.

Lord Keith had sailed from Malta to the eastward two days before our arrival there. On new year's eve we proceeded to join him in Marmorice bay; to get to which, we coasted the once famous island of Rhodes, having a perfect view of the city, which is now little more than a ruin: much like every other place under the dominion of the Turk. We found in Marmorice, a day's sail from the harbour of Rhodes, the English fleet and army; and here we waited six weeks for wood, water, and refreshment for the soldiers. The latter end of February, 1801, we began to move; and on the 8th of March the army landed in Egypt. There has been so much said of this celebrated expedition, that a recapitulation would be tiresome. Suffice it therefore, that I there beheld the exertions of our brave countrymen; exertions I believe unparalleled in the history of men. It was well for us, that the French held us too light; otherwise, from the situation of the country, I hardly know how the business might have terminated. The fact respecting numbers is not generally known. The French had above 20,000 men, from their own acknowledgment, in Egypt; and eight days' warning, that we were off the coast. We had not more boats than would land 6000 men at one time: but our troops were irresistible. Once landed, they stormed and took possession of every height. Buonaparté's Death or Glory Lads, (a choice regiment of his so called,) could not stand the brunt. Your countryman, the brave and lamented General Sir Ralph Abercrombie, lived until the third engagement, which happened on the 21st, when he received a mortal wound. Never, perhaps, was any man more generally beloved, both as a public and private character; and happy was it for the country that he kept his army in a strict state of discipline and order.

We remained at anchorage in Aboukir bay nine months, during which time I went up the Nile as far as Rascid (of the Arabian Nights) now called Rosetta. I pitched a tent, in company with two friends, Lieutenants in the Navy, on an island at the entrance of the Nile, a little above Fort Julian; a situation far preferable to the town. Besides, the distance was such, that we could always go up in the morning, dine with the army, and return in the even

ing to our tent. An Arab family supplied us with poultry, eggs, and milk; and the women, the mother and her two daughters, sixteen and seventeen, favoured us two or three times with a sight of their faces, a great favour I assure you in this country. We one day visited a Sheik or Chief of a village, about a mile from the opposite shore. We were led into an apartment, where sat two old Turks, (brothers, the eldest the Sheik,) and a carpet was placed for us on the floor. They squat precisely the same as taylors on a shop board: and we, painful enough for any length of time, were from politeness necessitated to squat also: it was mid-day, and exceedingly warm. The Sheik immediately offered his pipe, which they are never without, as did his brother, to us. This is considered the greatest compliment that can be paid to a Christian; of course we took a whif or two.—A repast was ordered for us, consisting of milk, bread, cakes, and preserved dates, with sherbet to drink: but we preferred grog, as we had taken some spirits in our pockets; although we could not persuade either of them to taste it. One of his sons, who attended at dinner as a servant, was ordered to show us the gardens, which were nothing more than orange, lemon, and date trees, &c. planted as in an English orchard, but without any regularity. On our return, they were sitting down to their meal: but it was impossible (without infringing on the Mahometan creed) that we could partake of it. Their diet was very simple: boiled rice and mutton. Before they began to eat, and afterwards, they washed themselves; one of the most necessary of all ceremonies in their religion: it must be performed seven times a day: the oftener, the better seat you'll enjoy in Paradise. It was a wise idea of Mahomet, as water and plague are great enemies. We saw nothing of their women, the house they lived in was large, not unlike a convent; the windows closely latticed; a very high wall surrounding it, and a well-sized garden, where they take the air when strangers are in the neighbourhood. We were no judges of their neatness, &c. However, a curious accident happened, (which, from the rigid regularity observed by the Turks, as well as from their excessive jealousy, seldom occurs): two girls, 11 or 12 years old, (not knowing of course that infidels were so near,) whom I took to be the daughters of the Sheik, (for women enjoy no rank in society here,) came up to take away the remains of the dinner. They were fortunately unveiled, and were entering the room fast: but they were off the moment they saw us, and the old-boys gave the son or servant a severe reprimand. The girls were prettily featured, and very fair

complexioned; doubtless breeding up with care, that they might cost the old men no money to be got rid of. Such is the custom here. Report never fails to hold out when a man has a pretty daughter; and suitors, in such cases, are never wanted. You will be puzzled perhaps to know how this report gets abroad. There are in these countries male and female baths, one for each sex: here people meet, perhaps an hundred at a time; completely undress, completely expose every beauty and every defect; and in this lascivious country women are employed expressly to look after beauties; and if a woman is demanded without dowry, the father does not study the object to whom she is given, holding, however, in view, that the suitor has a house, &c. On looking afterwards from the balcony, I saw peeping out of the great door that led to the garden and seraglio, a number of children of all ages, (females, for the males are never confined;) but they were so muffled up, that it was impossible to distinguish one feature; nothing was to be seen of a woman; although I learnt afterwards that these old fellows had at least 130 women, they being very rich.

The town or village was nothing more than a parcel of straggling ill built stone huts, not half as neat as any on your negro plantation. Passing along, as soon as a woman saw us, she ran into the first house that offered, avoiding us as she would a plague, but no doubt from fear of their men. In one or two instances, in suddenly turning a corner, we took them unawares, and I thought I discovered something very pleasing in their countenances, with quite an olive complexion; but these were Arabian women, not Turks: they never go uncovered out of their lord's premises; probably on pain of death: the instant they uncover themselves they were wrapt up again, and away. This extraordinary bashfulness arises from two causes, superstition, and fear of their masters: for women in these countries are held in little esteem, being mere slaves to the men. Every evening, the man or lord so inclined, causes the ladies he possesses to dance before him; and it is a curious fact, that the old women take inconceivable pains to teach the young ones the most alluring gestures. As soon as a woman begins to lag in beauty and strength, she is made to play on some instrument of music, exactly like the negro tambour; (both music and dancing being much similar to that;) and this becomes her second course of life. Her last, if she lives to any age, is mere servitude and drudgery. The greatest honour to a woman is the number of children she bears; and nothing is so great a disgrace as to have none: on this much depends.

I observed at this village a school, where one of the inferior of the Turkish muffti, or clergy, taught the children the Al. Coran. Sentences from it were marked on boards the size of our slates. On the island where our tent was pitched, an Arabian farmer and his family treated us with milk, eggs, &c. gratuitously. Their habitation was about half way between our tent and the town of Rosetta; and on our way there, we generally landed: on which, curiosity, and I hope an inclination to oblige, always caused the family to assemble: and at our time of call, the females only were at home; (I hope you will put no bad construction on such visits;) they refreshed us with milk, bread, and grapes, presented by the mother and two daughters of about eighteen and twenty: an opening of the veil has inadvertently exposed (unperceived however by her friends,) a black eye, &c. The youngest daughter was once kind enough to bring the milk to our tent for coffee, but we could not prevail on her to taste any.

One evening, on our return from Rosetta to dinner, we observed on the opposite shore a number of people with tents regularly pitched, making the whole look like a neat town; they proved to be a wandering tribe or horde of Arabs, who had halted to feed their flocks. We immediately determined to pay the Chief a visit, to solicit an hour of his company to dine with us, for which our men put things in preparation. We approached the tents without being noticed, until we came to the first, in which we found an old woman nearly naked, cooking. Proceeding to the next, we found a family, (the men with the flocks,) composed of the mother and three daughters, all having young children: we observed no expressions of wonder, astonishment, or anger, at our intrusion; although the ladies were quite in dishabille; their faces being uncovered, and their long black hair, in fifty or sixty small braids, lying carelessly over their breasts. What their merriment, which was great, proceeded from, I know not; but they were very curious in examining the keys and seals of our watches; but I believe it was more to examine or inspect into the garment, in England called *inexpressibles*. We bore these examinations, and all passed off well: having decorated my friend with a silk handkerchief, which she thought added to the charms of a very pretty face. We were soon introduced to the Chief, who hailed us with "*Englishman*, and *Arab sour sou*," signifying one and the same, or brothers. He accompanied us willingly to our tent, attended only by two old men; evincing thereby implicit confidence. He was about thirty years of age, dark olive complexion, black hair, animating commanding eyes, and six feet high at least. They

squatted taylor-like on our mat; and whilst we ate our fish and meat, which they would not touch, they smoaked and drank coffee, if it could be called drinking; filling up the cup with sugar, and putting just as much coffee as would dissolve it. After an hour, in which time he warmed himself well with spirits, (for he would not drink wine,) we, at his desire, attended him across the water; he appearing much gratified with our hospitality. Having a small Portuguese gold coin, I made a hole in it, and suspended it to a black riband, intending it as a present to a very fine child of the Chief, not a year old; and which was to be made in form. On our arrival at the camp we were ushered into his state tent, in which was a handsome carpet laid; and being seated as usual, we were regaled with fruit, milk, and tobacco. The boys danced, after the manner of the negroes, to country music; strange to us, because uncommon: but it was unaffected nature, and therefore interesting. After a little time, I requested a sight of the child: unfortunately it had been put asleep, and was very unwillingly disturbed by its mother: but a peremptory order from the father caused her to comply instantly. The little fellow, however, was very vociferous and troublesome. The mother brought the child to us, but she was not permitted to sit down in company, although she was both young and engaging; and we knew the country too well to ask a favour from the Chief, which, if causing the smallest atom of jealousy, would have cost the lady her life. Saluting, and decorating the child with my ornament, I returned it to its mother, who received it with an affectionate smile, amidst the huzzas of the multitude. We sat in this manner until nine o'clock; when they guarded us to our boat, not that there was any need of it, but because it was their custom; and they joined us with continual cheering, until the boat landed on the island opposite. This to me proved a most pleasant excursion. The next morning the horde had decamped, and we saw them no more. We staid here about a week or ten days, and then returned to our ship in the bay of Aboukir.

During the Egyptian expedition, our sailors and soldiers suffered dreadfully from the disease termed Ophthalmia: the fineness of the sand, and the excessive heat of the sun, caused the former to be in motion from the slightest wind; and the latter re-acting like a strong mirror, may originally cause this disease. So shockingly did it act on some people, that they never recovered their sight: at the same time, its appearance was particularly offensive, and may with great propriety be termed one of the plagues of Egypt. Whenever I dined with my friend in the camp before Alexandria,

I suppose I must have eaten with my food at least one fourth of sand; which even found its way through the roof of the wig-wam, a preservative against heat by day and cold by night, and our hats and clothes were covered with it.

During the time the Braakel remained in Aboukir, a Sirocco, or south wind, or rather S. E. wind blowing from the desart, set in. We laid at least six miles from the shore in the wind's direction; and although at that distance, the wind was so loaded with sand, that it covered the ship's deck one inch thick in about three hours. The air was as warm and as suffocating as imagination can conceive; and a light so glaring and distressing cannot, in my opinion, be fancied. So much did this wind affect the animal creation, that an immense number of birds were found dead afterwards; and sadly did it operate on the feelings of man. Providentially this never lasts long: four hours at the utmost, and seldom that. As nearly as I could judge, one-fourth of the country Arabs who attended the camp market, as well as the inhabitants of Raschid or Rosetta, were either blind, or had such bad eyes as to be necessitated to cover them: and this is noticed in the Arabian nights. The only antidote against this malady is continually keeping the eye moist and clean, by using a wet spunge. One day's exposure to the sun, has brought on the disease in such a degree, as to render us unfit for even reading or writing. We had one man who was employed in the Nile, blind with it for four months: he was led about the deck and fed, without possessing the most distant hope of seeing again. Doctor Gillan, of the guards, was invalided for it; at least went to England, and I understand has totally lost the sight of one eye. Grand Cairo capitulated by convention in the month of July, 1801; and in the beginning of August, we having received on board 600 men, more or less, proceeded with them to Toulon. In our passage nothing remarkable happened; we touched at Malta, and English generosity was evinced by fresh meat, and presents of fruit, being sent on board. In October we landed the French soldiers at Marseilles. We obtained there, with the greatest difficulty, one supply of fresh meat, and the conduct of the French was most disgusting throughout; although the preliminaries of peace had been signed. We heard of this circumstance in the outer road of Toulon, being hailed by a boat. The French band immediately struck up Ca Ira, and certainly performed with spirit. I could delineate the character of this mob, but it is not worth while: suffice to say, that the General (La Grange, to whom our good Captain offered a passage) was by birth, education, person, and behaviour, a per-

fect gentleman; and Captain Clarke exchanged with him a tribute of remembrance. He had with him a Georgian woman, who had composed one of the seraglio of a Mameluke Chief, whose house had been ransacked and himself murdered: she was about 30, and even that was too old to be very beautiful. We had two black girls (slaves) from Darfur, and bought at Cairo, one for 30 dollars, the other 20. The soldiers brought from Egypt a prodigious sum of money; few of them but had belts next their skin, enclosing dubloons, &c. In my cabin were two trunks filled with gold, or so much in each as required four men to move it. We returned to Malta on the 31st of October, and it was for the eleven following months that I enjoyed the weekly routine of travelling before mentioned.

MR. EDITOR,

THE underneath is an extract of a letter which I have received from a gentleman of Malta: as it merits a corner of your NAVAL CHRONICLE, it is at your service, as I really think it will entertain a number of its readers, particularly those who are attached to the Navy of our Country.

I am your most obedient servant,

Lisbon, April 10, 1806. HENRY P. R. WALPOLE.

(COPY.)

Malta, February 15, 1806.

A FEW days since arrived here three French prizes taken in the following manner, which is another convincing trait to our enemies of the bravery of British tars.

His Majesty's schooner Renard, commanded by Lieutenant Spencer, having taken a French polucca ship from Marseilles to Sicily, in ballast, 10 leagues to the N.W. of the Isle Maretimo, off the west end of Sicily; gained information of two French ships that were taking in cargoes at Gergenti in Sicily, for Genoa, well manned and armed, and nearly ready for sea. Mr. Andrew Towill, Master of the schooner, expressed a wish to his Commander, of having fifteen men given him, belonging to the schooner, with small arms, and he would engage to give a good account of them, in the event of his falling in with them. The proposition was acceded to by Lieutenant Spencer, and they parted company. On the 16th day following, after having experienced very bad weather, and contrary easterly winds, which prevented their getting towards Malta, they descried from their mast head two vessels, whose appearance answered the description they had

received of them; Mr. Towill immediately made sail in chase of them, and hoisted French colours, in order to decoy them, which had not exactly its desired effect, of inducing them to shorten sail. After a pursuit of six hours, during which time they constantly kept within hail of each other, he ran his ship between them, having hoisted English colours, and engaged them very warmly with musketry for several minutes, when they struck. They proved to be two large polucca ships, having 18 men, 6 guns, 12 brass musketoons, and a large arm chest full of small arms, each ship; they had one man killed, and three wounded; the shot must have been well directed, as their rigging was a good deal cut; they were bound to Genoa, and manned with Genoese, laden with sulphur, gum, and almonds; he has had the good fortune to arrive with them safe at Malta. As I was present at his evidence at the Court of Admiralty, I was pleased with the modest and unassuming manner in which he recited the account, and they were shortly after condemned as legal prizes, containing French property.

Mr. Towill was appointed by Lord Nelson in 1803, from his Lordship's ship the Victory; and is promised by the senior officer at Malta to be promoted to the Termagant, which is now vacant; together with a recommendation to the Lords of the Admiralty. Such a gallant action, from the very great disproportion of men and guns, may be classed among the bravest achievements that have occurred for some time past.—I am, with great respect,

Your obedient humble servant,

ROBERT WOODMAN.

PLATE CCXIII.

Plymouth, August 20, 1806.

MR. EDITOR,

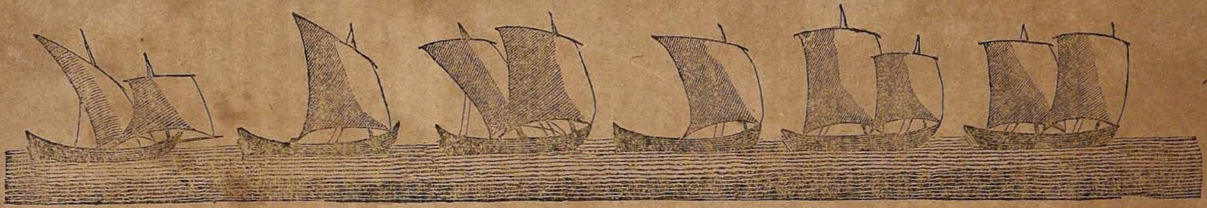
THE accompanying Sketch of the Portuguese fishing-boats, and Spanish row-boat privateers, as seen between Vigo and Oporto, to the eye appear so much alike in particular points of view, that there is some difficulty in knowing the one from the other. As our trade has, Mr. Editor, suffered so much from the Spaniards, by the deception of passing for fishing-boats, I have thought it proper to send you this communication, for the perusal of your numerous readers, which, if it should prove of use, I shall be fully compensated for the trouble I have taken.

NAUTICUS BRITANNICUS*.

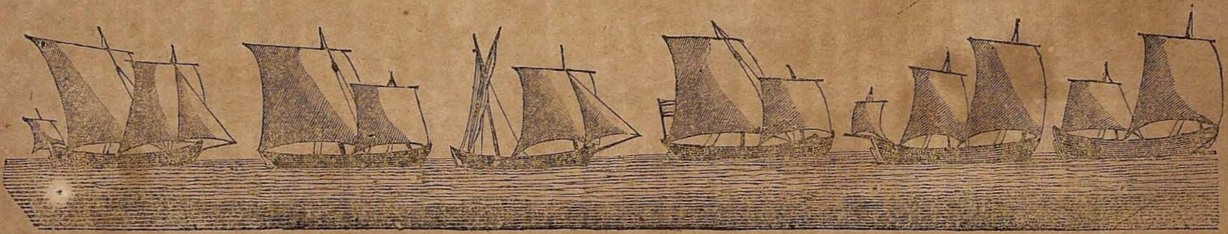
* NAUTICUS BRITANNICUS is requested to accept our thanks for his communication, which (although it only reached us on the 22d of September) we have thought it our duty to insert as early as possible, as it contains much useful information, and cannot fail of proving highly interesting to many of our readers.--*Editor.*

A Sketch of the Appearance and Rigg of Portuguese Fishing Boats, and Spanish Row Boat Privateers, as occasionally seen between Vigo and Oporto; accompanied with a Description.

PORTUGUESE FISHING BOATS



SPANISH ROW BOATS



Particulars, &c. of the preceding Sketch.

Boats having jib-sails, drivers, or any thing resembling a bowsprit, mizen-mast, or ensign staff.

Boats having white bottoms, wash-boards, or any sort of bulwarks.

Boats carrying a man hoisted at the main or fore-mast heads, or upon the main or fore-yards close to the masts.

Boats, the crews of which are dressed either in Spanish light brown long clownish jackets and trowsers, or the spoils taken from the British prisoners of war.

Boats, the crews of which early in the morning are to be seen in a crowd aft, and with landsmen's cloaks on.

Boats of a large size having two lug-sails, or capable, by the length, of having two sails, showing only one, and not appearing to have more than six or eight hands; as soon as a vessel is seen that is thought to be armed, only three hands are seen, the rest laying down in the bottom of the boat.

When it is not suspected that a British armed vessel is in sight, the Spanish row-boats about mid-day ply to the westward until the evening, and the Portuguese fishing-boats at that time come to the eastward of their ports; but if it is suspected that a British vessel of war is in sight, *they mix with the Portuguese fishing-boats*, and come with them to the eastward. Should any of the Portuguese be brought to, and being asked if there are any row-boats by the name of *bascas* in company, or in sight, they will directly point them out.

All galliots, or other neutral rigged vessels, seen going to the northward within sight of the coast, may be suspected of being captured by the Spanish row-boat privateers. Neutral colours being displayed on board of them should not be regarded.

All Portuguese vessels in ballast, or loaded with furniture and light goods, which by their built will do to be fitted out as privateers, should be minutely examined, as some have been sold in Portuguese ports, and sent to Vigo and neighbouring ports; the guns, muskets, sabres, &c. being hid under the cargo, or the ballast.

British captured vessels have been purchased in the French and Spanish ports, and sent even on Spanish account for sale to the Portuguese ports, with an old Portuguese pass, or without any pass: it is to be noted, that all Portuguese vessels navigating to foreign ports, have passes mentioning it. The Spaniards have carried in and condemned Portuguese vessels bound to England

and France, on account of not being mentioned in the passes, they being bound to a foreign port; only being mentioned in the said passes they were bound from one Portuguese port to another.

There are constantly several Portuguese vessels carrying wines, pilchards, or other articles, from Vigo and neighbouring ports, to Corunna, Ferrol, &c. cloaked as Portuguese property, with certificates, that go from a Portuguese port with Portuguese produce.

When the Spanish row-boats are out, and the wind comes on to blow from the southward, (they dreading a storm or gale of wind,) directly make up for la Guardia, coming up along shore from off Oporto: last war many of them and other Spanish privateers were captured on such occasions.

Row-boats may also be known by the cloth of their sails. The cloth of the Portuguese fishing boats is very narrow; that of the row-boats fitted out at Vigo, Bayona, la Guardia, and other ports in Galicia, is a great deal broader; the sails of the French and Biscanian row-boats is of light Russian canvas, and of a darker colour than either of the two, that of the Portuguese fishing-boats being much whiter. The yards of the major part of the Spanish row-boats do not bend with the weight of the sails, being made of fir or pine: the yards of the Portuguese fishing-boats being made of young chesnut trees, bend much with the weight of the sail.

The row-boats in the evening, when the weather is good, come and anchor under sheltered places on this coast. In summer time, about two o'clock in the morning; get under weigh, in the winter time about two hours before daylight, and finding some vessel, do not fail to capture or rob her. A cruiser that is on the look out to capture the row-boats, should keep in the evening to the northward of Camhina, about Bayona, and early in the morning come down along the coast as near as possible, being sure to have them on the outside, and in his power to hinder them running on shore, or getting into some port. A cruising vessel that is to the northward, as soon as the wind comes to blow from the southward, must come down along close to the shore of this coast; for the row-boats, as soon as the south wind sets in, directly bear up for la Guardia, for they will not remain any longer out; and the cruising vessels by so doing have a great chance of capturing them.

CORRECT RELATION OF SHIPWRECKS.

[Continued from page 139.]

No. XV.

Again the dismal prospect opens round,
The wreck, the shore, the dying, and the drown'd.

FALCONER.

NARRATIVE OF THE WRECK

OF

HIS MAJESTY'S SHIP PORPOISE,

LIEUTENANT ROBERT FOWLER, COMMANDER,

ON A REEF OF CORAL IN THE PACIFIC OCEAN, AUGUST 17TH, 1803,

And the subsequent Proceedings till the Arrival of the Crew at Canton; with a little extraneous Matter relative to the Colony of New South Wales.

BY ONE OF THE CREW.

Ille salutiferam porrexit ab æthere dextram,
Et me de rapidis per euntem sustulit undis.

A PSALMIS BUCHAN.

IN the midst even of our greatest distress, we never ceased to express by our doubts and fears the tenderest sympathy for the poor Cato, whose situation we dreaded to be more deplorable than our own, and which daylight proved to be actually the case; for she was surrounded by a surf infinitely more violent than around us, and breaking to pieces. During the night we endeavoured to comfort and cheer them all we could, by exhibiting at intervals blue lights, which we were happy to learn, at our first meeting, had the desired effect. The long, ardently looked for dawn of day appearing, discovered to us our two boats close to the Porpoise, and the Bridgewater in the offing at no great distance: she put about and stood from us; but at this we were nothing alarmed; for as it blew fresh at the time, we regarded such a proceeding only as a proper and necessary caution: sufficiently near to observe her foresail out of the water, we could not for a moment suppose that she did not thoroughly see our situation, and we had a higher opinion of Mr. Palmer, her Commander, than to think he could turn his back on such manifest distress. To our great astonishment, we found ourselves wrecked in the vicinity of a bank of coral, permanently dry; where at low water we had easy access.

Having prepared every thing for quitting the Porpoise, we, in the course of the day, made several trips backward and forward, carrying with us those necessaries of life which our necessities immediately demanded, and here we resolved to wait patiently till fine weather should bring back the Bridgewater. The boats pulled up towards the Cato, but could not reach her for broken water, and were consequently of no other use than merely to prevent despair, and to invite them to make strenuous efforts for penetrating the surf. About eleven o'clock, the officers and people of the Cato got on board the Porpoise, having met with great and painful difficulty in escaping from their own ship: we learned that three of their crew had perished; and that some of the others were much cut and bruised, by the surf dashing them against the sharp pointed coral, when in the act of swimming from the wreck. When the very perilous situation of their wreck was considered, we were less surprised at three of her crew being lost, than that any were saved: what is somewhat singular is, that on comparing notes, we found they had formed the same conclusion relative to the danger of our position, and breathed the same sentiments of pity towards us, that we had towards them. Such reciprocity was pleasing to both parties, and showed, contrary to the maxim of a certain class of philosophers, the possibility of human beings, though plunged into the very deepest abyss of distress, yet feelingly alive to fellow creatures' misfortunes, as to their own. It were impious to call in question any of the doctrines of philosophy, we shall therefore rank this *cum naturæ lusibus*. As the place of our future habitation was but half a mile distant from our wreck, we had little trouble in passing and repassing; so that in the course of the day a number of things were carried on shore, and we all lay down in the evening on the naked coral, which, hard as it was, afforded tolerable repose to our wearied bodies. Next day we began with vigour to get every thing out of the Porpoise, which we were happy to see held stoutly together; though there was scarce a vestige of the Cato above water. Tents were also erected from sails and spars, to afford shade, and shelter from rain, rather than defence from the inclemency of weather, for, except the first night we never experienced cold. Persevering with rafts, and the boats, we soon got all the provisions on shore, of which, except bread, we found a supply adequate to nearly four months. This was a great matter, as our numbers exceeded eighty, and we were uncertain of a speedy release; for four days had elapsed without seeing any thing of the Bridgewater, though the weather had

been fine, and by no means an obstacle to her researches, had her Commander possessed the inclination to inquire into our fate. It is, and must remain for ever a secret*, what his motives were for deserting us before he had ascertained we had perished: what originated in perhaps want of nerve and manly firmness only, we construed into every thing that was wicked and detestable, far beyond the strength of his genius to conceive and execute. When a man has once committed any enormity, it is easy to assign base motives for every part of his conduct; and many of his actions, which are even praise-worthy, may be branded by the blackest infamy with much colour of justice. I am not at all acquainted with the character of Palmer; but his actions here, were not only culpable, but surely criminal; and in this light were they considered by all. Had he not been petrified by terror, the following morning he was near enough to observe, not only the dry bank, but even the hull of the Porpoise; when his courses were visible to us long after he tacked, I am justified in saying so; and he, by that movement, furnished means of sufficient strength to make us consider him as a man perfectly callous to the touch of humanity, and whose bosom was so filled with sordid and mercenary considerations, that there was no room for the entrance of one generous sentiment, or noble feeling. When he arrived in India, he, by way of explanation, published in a newspaper the dismal tidings of the water being covered with wreck next morning to that pitch, that the vessels must have gone to pieces, and that nothing was to be seen which could give him the smallest hope of any body being alive. He took care also to represent the breakers, the gale, the heavy sea, and in short every thing, through such a magnifying medium, that his fabrication had really some pretension to plausibility. With half the trouble he took to spread the report of our destruction, he might have saved his reputation, and felt to his last breath, that inward satisfaction, and peace of mind, resulting from a recollection of philanthropic exertion. Were I to dwell any longer on this man's behaviour, you might justly think me actuated by motives of resentment against one who has a claim on our pity. If he is still alive, and not wholly absorbed in mercantile speculations, he has a monitor within himself, who sometimes represents the very trifling difference betwixt the man who does a base action, and him who neglects to do a good one, when within the compass of his power; and if he is no more, let us in God's name draw the curtain, and *velut ab nefando spectaculo oculos*

* I have heard that the Bridgewater has been missing for a length of time, and that apprehensions are entertained for her safety.

avertamus. I come now to the most pleasing part of the subject, and will try, without the embarrassment of dates, to give you a short sketch of our transactions on the reef. The first object being to get the provisions on shore, we laboured hard with the boats and raft for that purpose; and we were happy to see that desirable end attained in one week, for every particle of provision was by the 24th lodged safely in a store tent, over which was placed a sentry to prevent depredation. While the hard labour was going forward, one of the men having expressed himself in an unbecoming manner, he was seized up, and punished, and notice was given at the same time, that though they were wrecked, they were under martial law; and that dereliction from duty would be punished with severity. We had after this only one example to make, in a vagabond, who had been pardoned by Governor King, and was permitted to enter on board of us. "What is bred in the bone will never leave the flesh," is a true proverb. This miscreant, who had been an exile for a length of time for theft, began his career afresh, as soon as an opportunity offered, by stealing a bottle of lime juice from the store tent. He was immediately detected, and severely flogged. The large cutter that had been under hatches, was now put under the carpenter's hands to be decked, and properly fitted for proceeding to Port Jackson; and on the tenth day from the wreck, Captain Flinders, with Messrs. Park, Mudie (2d Mate of the Cato), Charrington (Boatswain of the Investigator), and a stout boat's crew, embarked in that undertaking. Previous to their departure, the following resolutions were agreed to by Captain Flinders and the other officers: first, that a boat of 18, or 20 tons burthen, should be immediately laid down, and built with all possible dispatch, to guard against the accident of any thing befalling the boat that was about to bring us assistance. The distance of nearly eight hundred miles was great to be attempted by a boat of 26 feet; and though we had every reason to expect her safe arrival, yet it was prudent to be prepared for the worst. Second; that if in six weeks no tidings of Captain Flinders should arrive, the boat now about to be laid down, should make the best of her way to Port Jackson, with as many people as she could with safety carry. That, if found competent to conveying the whole, they should, with the exception of one officer, and a boat's crew, embark in her. To the officer who should remain, was to be committed an important charge; which we were unwilling should be lost. This was the account of the voyage, which Captain Flinders had, as I have said before, shown a tender regard for, by taking it in the boat with him, on the

night of the wreck. The officer and boat's crew were to remain six, or even eight weeks, before they thought of starting; as plenty of provision would be left them; and if in that time nobody returned, they were finally to leave the reef in the small cutter, with all the charts, papers, &c., and follow to Port Jackson.

Matters being thus arranged, Captain Flinders, after receiving the unfeigned wishes of every one for his success, set out on the tenth morning after the wreck, being cheered as he left us, and earnestly looked at by every eye, while he remained in sight. A saw pit was erected, the forge was set up, and every thing was got in forwardness for laying down the new boat. We were now reconciled to the desertion of the Bridgewater, and in possession of all those requisites for present support, and for future safety. Our toils were for the present at an end, and we were a very comfortable community, lodged in huts made of sails, looking forward with patience to the arrival of a ship, and each amusing himself in the way best suited to his inclination. An island, situated about nine or ten miles east by north of us, attracted our attention, and was visited in the remaining boat, by Lieutenant Fowler, soon after the departure of Captain Flinders. It was much larger, and more perfect in its formation, than our own, being nearly a mile in circumference, abounding in birds, with turtle occasionally visiting it; and it moreover was covered pretty deeply with vegetable soil, and had a spring of water, which, though fresh, was too much impregnated by salt-petre to be used. The birds were chiefly oceanic, and had resorted thither to hatch their young, which afforded us an opportunity of procuring eggs in plenty. The first visit to this spot repaid us with a supply of all its delicacies; for the boat returned loaded; one turtle was caught, and the cargo was completed with eggs and birds, which was an incitement to future adventurers. About this time also, we had a heavy and productive fall of rain, which came down in such torrents one morning, that our tents were not proof against its violence, and we were turned out of our beds; but were amply repaid for the interruption of our repose by a fortnight's supply of excellent wholesome water. This was put to the general stock, and gave confirmation to our hopes of emancipation; for we dreaded at first want of water, which, under a hot sun, is infinitely more distressing, than scarcity of victuals. Bread was the only perishable article in the ship, and it was, as you can easily suppose, spoiled by the salt water. Trifles of that sort were lightly treated for

we had flour in abundance, which, when mixed up with a little salt water and hogs' lard, and baked in the ashes, made a palatable substitute: of fresh water, we had never less than half a gallon a day; so that you see our situation was neither irksome nor painful. Half allowance, or a gill of spirits, was daily served, over which we talked in the evening; œconomy and care were only wanting, to make the allowance adequate to our appetites. After dinner, when we felt thirsty, and had no water to appease it, the unpleasant sensation was removed, by plunging into the sea water. How is this accounted for?—By absorption of water from the surface of the body, or the application of cold, obviating the temporary acceleration in the circulation, occasioned by eating. The most intimate connexion subsists between the stomach and skin, and I think it likely the coldness of the water alone, by diminishing that increase of action caused by the stimulus of the salt food, restored the circulation to its equilibrium, without a drop being absorbed.

During the whole of our stay, I myself felt a tranquillity of mind, which I despair of ever experiencing again in this world, and which was superior, on a small bank of naked, white coral, to what the *æstuosæ grata Calabriæ armenta* could bestow. One or two of my messmates used to join with me in saying, that if we had been cast away on one of those fertile islands in the Pacific, which yield all the gifts of nature, spontaneously, for the support of man, and are inhabited by peaceful beings, that we would have remained. You who have never felt that happy temper of mind, which we did at the time of making such resolutions, will be little inclined to credit me; but I do assure you we were in earnest, and I myself could have entered on such a mode of life, with the same fortitude, and a greater share of pleasure, than ever any virgin took the monastic veil: not a sigh, not a murmur of discontent, escaped from any mouth while we remained; but on the contrary, there was a good natured friendly disposition, with the strictest order and regularity prevailing among all ranks; and every one found out resources of amusement, according to the peculiar bent of his inclination.—"Sweet are the uses of adversity, which, like the toad, ugly and venomous, wears yet a precious jewel in its head." Some made lunar observations, some gathered shells, while others again were occupied with the mechanics at work on the boat. A state of complete inactivity is so incompatible with the nature of man, that he will never be at a loss to occupy his mind in some shape or other; hence some of our peo-

ple devised means, that were adapted to the purpose, but in a very slight way. Some of them made shift to find amusement in bringing buckets of earth ashore, from the garden on board the Porpoise, whose plants had been destroyed by the spray; and nursed up in it, with affectionate care, a few pumpkin seeds, which had hardly got their heads above the earth when they were obliged to leave them behind. In the evening, when not prevented by the tide, there was commonly a full assembly of the officers, on a place which went by the name of the parade, where we entered into discussions, retrospective and prospective. The parade, not more than thirty-five, or forty yards in length, and four or five in breadth, was the only spot on which we could walk with pleasure. It was formed of small loose coral, which, from some unknown cause, had been cemented together, and the surface worn smooth by the attrition of the tide, which covered it regularly twice in the course of the 24 hours. All sublunary happiness is merely ideal; and here we passed away in the cool of the evening many happy hours, contemplating to the roar of the broken water, the setting sun, and rising moon, which, with the constant playing of whales around us, were objects admirably fitted to excite wonder, reverence, and gratitude, at the ineffable goodness of that supreme Being, by whose hand they were created, and by whose fostering care, and miraculous interposition, we had been permitted to behold them. Thus continued to glide away the hours, till we had reason to expect the return of those who had embarked for the good of the common cause in the small boat for Port Jackson; and our concern for them was every way proportionate to the hazard encountered in attempting a voyage of 750 miles in a boat of 26 feet long. Nor was our concern in the least alloyed by selfishness, but, on the contrary, the pure and unmingled emotions of anxiety, and sympathetic sorrow; for we had our boat in such a state of forwardness, that the prospect of emancipation was by no means either remote, or uncertain; and we had materials enough to build such another, which would have made the conveyance to Port Jackson safe and comfortable for the whole. Our vessel was ready for launching before the expiration of the six weeks, and at her going off the stocks, was christened, to the best of my recollection, the Resource; but I was by this time become so much in love with *nil admirari*, that I neglected to be present at the launch, which took place rather early for my rising in the morning. The operations of those feelings which are so becoming to mankind, and which can only be felt in adversity, were now put in motion, and kept in action till the 7th of October, when a

little before noon a sail was descried in the eastern quarter; in a little time another, and soon after a third, were seen also. You can, I dare say, without my aid, figure to yourself the impression it made on every countenance; and I have little doubt, but that the astonishment on board the vessels was equal to our own; for that very day the Resource, our own production, had gone to Turtle Island by way of trying her; and they could not expect to be met by a schooner of twenty tons, of our own building, considering the short space of time, and the implements we had to work with. As the vessels approached, we perceived the largest to be the Rolla, convict ship, which we had left in Sydney Cove, and which we knew was about to proceed to Canton, for a cargo of tea; being chartered by the India Company. The others were the colonial schooners, Frances, and Cumberland, which were familiar to us. In the afternoon all three vessels anchored to leeward of the reef, and a boat put off soon after from the Cumberland, in which, as she neared us, we perceived Captain Flinders, who received a hearty cheering on landing. For the last ten days preceding their arrival, we had every night, at eight o'clock, fired a great gun by way of apprising them of their situation, if chance should have brought them at dusk near to the danger; and it must be confessed, that we regarded it latterly as a melancholy duty, rather than with any hopes of utility.

Having related to you every event worth mentioning while on the reef, it now behoves me to say something of the reef itself, which shall be done accordingly, as soon as I have related to you what we meant to do, in case any thing had befallen Captain Flinders, and his followers in the cutter. By his agreement with us at parting, you will perceive we had broken it; or at least that we intended to break it; for six weeks had expired, from the time he left us, and we did not think of stirring, though it was fully in our power. Our reasons for remaining were the following: We in the first place imagined he might have had a tardy passage to Port Jackson, and even when got there, that vessels were not in readiness in Sydney Cove, to send to our assistance. He might, in the second place, from the fatigue of going there, have been incapacitated from returning immediately, and thus, the sailing of a vessel might have been pocrastinated. We knew the Rolla of London, bound to Canton in China, was in the harbour, and would tarry there till some time in October; but as we had intimation of the Calcutta being destined for New South Wales, we thought it rather more likely we should be transported in her to England, than go home by China. It was from the colonial

vessels we expected to be taken up; and on that account always fondly hoped the delay originated in their being absent at Norfolk Island, the Hawkesbury settlement, or the New Colony in Van Dieman's Land; and that the poor boat's crew were safe as ourselves. Whatever might have been their fate, it was resolved never to separate, but wait patiently till another boat should be built, and go in a body together; the prudence and policy of which, is sufficiently obvious. We wanted for nothing, and the fine summer season was commenced, which brought such serene weather, that the risk attending a passage, even in an open boat, was comparatively trifling. When the last boat was laid down, we were deficient in coals for the forge; but the carpenters would have suffered little delay; for we had purposed to bring earth from the neighbouring island, to assist in making a pit for burning charcoal; and I have no doubt of our having succeeded so well, that, early in November, we would have set off in our two schooners. Had we separated, as we agreed, at the end of the six weeks, it would in all probability have been productive of much uneasiness and dissatisfaction; as well to those who went from, as to those who remained on, the reef. To the party that had to remain, besides the pain of parting, there might have been a consequent languor, and melancholy gloom, which would have paralyzed our exertions, and proved an obstacle to the completion of our design. Providence ordained it otherwise, and her decrees are all formed by unerring wisdom.

I shall now describe the position and nature of the Porpoise and Cato's shoal, and interlard my description with a few observations on the progress those coral reefs make towards the formation of islands. The Porpoise and Cato's shoal is a mass of coral, of about four leagues, or from that to five, in length, and a mile, or in some places rather more, perhaps, in breadth, covered at high water except in three places, and running in an east by north, and west by south direction, by compass. The bank, on which we had taken up our abode, was situated towards the eastern extreme of the reef, near to the leeward brink; and had Turtle Island, as we had named it, to the east by north, and the third dry spot bearing west of it. As several of the gentlemen made celestial observations a source of amusement while we were on it, the longitude may be depended on as equally accurate with the latitude. No opportunity was neglected, when the sun and moon were in distance, to observe them; and both instruments, and observers, were to be depended on, from the approved goodness of the one, and the experience of the other. By way of corroboration, a few

distances were taken with the moon and star, which agreed exactly with those taken with the sun. It is a pretty sure proof of the accuracy of the observations, when the mean difference of those, made by different individuals at various times, and with three different sextants, did not amount to more than six miles. The mean result of upwards of a hundred sets of lunar distances, from sun and stars, gave the longitude of our resting place, 155° 38′ east; the latitude was found to be 22° 11′ 38″ south, and the magnetic variation was easterly 11°. I have forgot the time of high water, at full and change of the moon; but recollect, the greatest rise of tide did not exceed six feet and a half. After what I have repeated, it will be unnecessary to insist any farther on the correctness of the geographical position of the reef; but, by way of illustration, I here present you with a kind of sketch of what we have been talking about: which I do not pretend to be, in *seipso*, either *totus, teres*, or *rotundus*, because *non mihi creditum est* to be *maris et terræ numeroque carentis arenæ mensorem*: it will nevertheless convey to you a pretty accurate idea of the figure of the whole reef, and the relative position of the different parts particularly mentioned, to each other.

(To be continued.)

PLATE CCXIV.

SOUTH SEA CASTLE is situated nearly at the entrance of Portsmouth harbour.

The annexed view of this Castle, as it appears from Spithead, is engraved from an original drawing by POCOCK.

In the foreground is a portrait of a Swedish galliot, on a wind, standing out from Portsmouth.

Naval Reform.

THE SIXTH REPORT OF THE COMMISSIONERS OF NAVAL INQUIRY.

[Continued from Vol. XV, page 422.]

THE established rates of daily pay of most of the classes of workmen have been fixed upwards of a century, and have not undergone any variation; but their actual wages have considerably exceeded those rates of pay, from two circumstances:

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South Sea Castle.

first, from their having worked in extra time, or beyond the usual hours of labour; and, secondly, from the Navy Board's having adopted a plan for employing them by the piece, which has been denominated task and job work. The general distinction in the use of those terms, has been to call building, or new work, task; and repairs, job. The workmen, both before and since the introduction of piece work, have been employed as much extra time as the exigencies of the service required; the necessity for which, except in cases of a pressing nature, decided by the Commissioner on the spot, has been judged of by the Navy Board, who have issued their warrants from time to time, fixing the rates of extra at which the workmen were to be employed.

The extra employment has been divided into certain portions of time called nights and tides; a night consists of five hours additional labour, for which the workmen are allowed a day's pay; and a tide, of one hour and a half, for which they are allowed rather less than the third of a day's pay.

When the workmen have been employed by the piece, a maximum has at different times been fixed by the Navy Board upon the amount of their earnings, which has been governed by the rates of daily pay, and the allowances for extra; for instance, when the workmen have been directed to be employed by task or job at the rate of single day, and one or two tides in the common working hours, it has meant, that though employed by the piece, their earnings were to be restricted to the sum of the established daily rate of pay, and the allowance for one or two tides extra. The rate of two for one, or double days, in the single day hours, has meant that their earnings were to be restricted to double the amount of the established daily pay; and three for one, in like manner, has meant, that their wages were not to exceed thrice the amount of the established daily pay.

The term extra formerly related only to the additional time that the workmen were employed, and the wages paid for that time. Since the introduction of task and job work, it has been taken in a more extensive sense, and is used to express not only time beyond the usual hours of labour, but any mode of working, though within those hours, by which the wages of the men are increased beyond the established rate of daily pay. For instance; the employment by job or piece, by which the men may earn two for one, or double pay, is called working extra, although the work is performed in the usual hours. In fact, every thing is considered as extra beyond the established daily pay.

Whenever it is judged expedient to employ the workmen on Sundays, they are allowed an extra day's pay, in addition to the sum earned; and when they are employed on board ships in Plymouth Sound or Cawsand Bay, they are (to prevent loss of time in going backwards and forwards,) required to sleep on board, for which they are allowed an extra day's pay, and are victualled in the same manner as the seamen; so that when they are employed on Sundays and sleep afloat, they have two days' pay, and an allowance of provisions in addition to their actual earnings. We cannot but consider these allowances as profuse; and whenever an adequate rate of pay is established for the different classes of workmen, we apprehend half a day's pay, in addition to the established rate, will be deemed an adequate compensation for their employment on Sundays; and that a shilling a day, with provisions, must be thought sufficient for the shipwrights and caulkers for sleeping afloat.

The artificers and labourers, when hurt in His Majesty's service, are attended by the Surgeon of the yard, and are allowed the established daily pay of the class to which they belong, for six weeks, if unable to resume their labour at a shorter period. There is likewise an establishment of superannuation for the different classes, to which they are admitted if rendered incapable of labour from hurts received, or after an uninterrupted service of thirty years.

The shipwrights, caulkers, joiners, house carpenters, bricklayers, masons, sailmakers, smiths, quarter boys, and oakum boys, have an allowance of two pence halfpenny a week, under the title of lodging money; the intention and origin of this allowance we have been unable to trace; but in an order dated 5th April, 1699, it is stated to have been a practice at Portsmouth Yard "Time out of mind."

The workmen are paid quarterly, but are always one quarter in arrear at the least, being paid three months' wages when six are due. As soon after the expiration of a quarter as the clerk of the check can collect the different notes or vouchers for the allowance of extra wages to the workmen, they are set off on the muster books, either in characters or money, and the different numbers of days, nights, and tides, which have been worked by each man respectively summed up, and the amount of the wages for the quarter set against their names; the pay books are then made out, which express the time for which the payment is made, the men's names, the number of days, nights, and tides, they have

been employed in the quarter, and the total amount of their wages. The pay books are signed by the clerk of the check; but it has been stated to us by that officer, that his time is so wholly engrossed by the other duties of his station, as not to allow his giving them any examination previous to affixing his signature to them, upon the faith of which alone the payments are made, without the books being previously transmitted to the Navy Board for examination and correction.

The pay books are ultimately forwarded to the Navy office; but rather as vouchers for the payments made by the Treasurer of the Navy, than with any view to their being audited: indeed it is impossible at present that any effectual examination can take place, as the pay books contain only the gross number of days, nights, and tides, the workmen have been employed; and the full amount of their wages, and the muster books and vouchers, which would show in what manner the total amount of the time and wages are made up, have never been transmitted to the board.

The amount of the wages of the workmen employed in the dock yards in the years 1758 and 1780, and in each year from 1793 to 1802, has been as follows:

Year.	Amount of Wages.		
	£.	s.	d.
1758 - -	386,001	0	0½
1780 - -	467,957	10	4¼
1793 - -	613,266	1	1¼
1794 - -	635,012	8	1¼
1795 - -	664,761	5	4¼
1796 - -	709,331	9	5½
1797 - -	750,234	16	6¼
1798 - -	754,923	15	10½
1799 - -	801,067	16	0
1800 - -	846,684	16	11¼
1801 - -	840,277	16	1¾
1802 - -	581,620	0	1½

When the amount of the wages of the workmen in the dock yards, and the great increase which has taken place of late years, are considered, it is scarcely to be credited that the Navy Board should have suffered sums of such magnitude to have been disbursed upon the faith of the signatures of the clerks of the check in the several yards, without the pay books undergoing any check or examination whatever; and this conduct is in direct opposition to the general practice of the Navy Office in other respects, as the pay books of the smallest vessel in His Majesty's service are ex-

amined in three distinct departments previous to payment being made upon them.

From the very loose manner in which the payments of the wages to the workmen in the dock yards have been conducted, this subject has not come before the Board in common course of business; and it appears, by the examination of the Comptroller of the Navy, that, during the whole of the late war, it was not the object of particular investigation. Indeed, so little attention seems to have been paid to this subject, that three of the members of the Navy Board out of the four whom we examined, were very uncertain whether the pay books of the yard were checked at the Navy Office or not, previous to the payment.

It has been before observed, that there are three assistants to the master shipwright in the general execution of his duty; there are likewise inferior officers of the shipwrights and caulkers, which branches are the most important in a dock yard, and are considered to be more immediately within the province of the master shipwright.

Over each of the other classes, though under the general superintendence of the master shipwright, a master workman is appointed, who conducts and directs the execution of the work.

Under the description of shipwrights, are included the persons employed in the occupations of mastmaking and boatbuilding, which in private concerns are generally considered as separate branches. In the dock yard, the execution of such work is under the direction of distinct officers, denominated master mastmaker, and master boatbuilder, and will be treated of accordingly.

In conformity to the plan we have proposed, we now proceed to the consideration of the pay and employment of the several classes of artificers and labourers, under distinct heads, in the following order: viz.

Shipwrights.
Mastmakers.
Top and Capstan House.
Boatbuilders.
Caulkers.
Joiners.
House Carpenters.
Masons, Bricklayers and their Labourers.
Sawyers.
Smiths.
Locksmiths, Plumbers, Braziers, Blockmakers, and Cooper.
Painters.
Cabin Keepers.
Scavelmen and Labourers.
Teams.

Sailmakers.
Riggers and their Labourers.
Ordinary.

Ropemakers.

Apprentices.

SHIPWRIGHTS.

The following Statement will show the Average Number of Shipwrights employed in Plymouth Yard, and the Amount of their Wages in the Years stated, with their several Allowances:

Year.	Average Number of Men and Servants borne.	PAY. Daily Rate.	EXTRA. For a Night, or Five Hours' additional Employment.	EXTRA. For a Tide, or, One Hour and a half.	When established.	Amount of of Wages paid.	Average Wages paid per Day, for the 313 Working Days.	ALLOWANCES. In lieu of Chips, per Day.	ALLOWANCES. Lodging Money, per Week.
		s. d.	s. d.	d.		£. s. d.	s. d.	d.	d.
1758	706	2 1	2 1	7½	Dec. 1690	33,302 17 0	3 0	....	2½
1780	841	......	....	....	....	48,276 5 9	3 8		
1790	766	......	....	....	....	38,288 16 9	3 2¼		
1793	880	......	....	....	....	61,331 5 6	4 5¼		
1797	957	......	....	....	....	77,524 15 8	5 2		
1801	1,075	......	....	....	....	91,935 14 6	5 5½	6	
1803	910	In Michaelmas Quarter.	- -	- -	- -	- -	6 6		

By the above account it appears, that, although the shipwrights' established rate of daily pay has not been altered for upwards of a century, their actual wages have been gradually on the increase since the year 1758, and that they have been more than doubled since that time. Our reason for requiring the statement for the years 1758 and 1780, was to compare their wages in the most active years of former wars, with their wages during the last war.

We have been induced to state the average wages paid for the working days, in order to show clearly the increase which has taken place of late years. On a cursory examination of the above and similar calculations, it may be conceived, as the workmen are frequently employed on Sundays, and the average we have formed being for the three hundred and thirteen working days only, that it exceeds the wages actually paid to them; but that certainly is not the case, and we consider it to be a low average, inasmuch as we believe the time lost by the workmen, by being absent from the yard from sickness and other causes, to be fully equal to their employment on Sundays; and such average is further reduced by the number of persons entered and discharged in the course of the year, who have not received pay for the whole time.—That the wages actually paid to the shipwrights exceeded such average, is proved by their having been employed at the rate of three for one during most part of the year 1801, which made their wages six shillings and three pence a day, besides occasional extra; whereas the average stated is only five shillings and five pence halfpenny.

The shipwrights are formed into gangs or companies, over whom an inferior officer is placed, called a quarterman; each of which gangs, according to the directions of the Navy Board, should consist of twenty persons; the task gangs are directed to consist of the quarterman, fifteen men, and four apprentices, who are termed servants in the dock yards; but the number of men and apprentices in the other gangs depends upon the proportion which the apprentices bear to the working shipwrights. After the task gangs are formed, the quartermen have the selection of their respective companies; each, according to his seniority, nominating one man in turn, beginning with those who have apprentices.

There is a class of officers between the quartermen and assistants, called foremen of the shipwrights, of whom there are five in Plymouth Yard; two superintend the repairs of ships carrying on in the docks; two superintend the several works carrying on afloat; and the other has the direction and superintendence of the ships building.

The shipwrights were employed by the day, working such occasional extra as the service required, until the year 1788.—In the seven years' war, ending 1762, the artificers were generally employed two tides, or three hours extra, but on particular emergencies, five hours.—In the peace which succeeded, they were not employed any extra for nearly two years; and during the remainder of that peace, they were employed one tide, or an hour and a half extra in the summer months only, except in the armament of 1770, when considerable exertions were made.

During the American war they were generally employed two tides, and occasionally one night extra; and on the return of peace, one tide extra during the summer months only.

From the general tenor of the orders of the Navy Board about this time, there is great reason to believe, that their inducement for allowing the artificers during peace to work one tide extra, was rather to add to their daily wages, than on account of any extra exertion being required; and in support of this opinion, we find, that on the 3d of February 1775, they submitted to the Lords Commissioners of the Admiralty, a plan for building ships in the King's yards, and carrying on the works of those that might require considerable repair, by task; and one of the principal advantages stated to be expected to result to the public from its adoption, was, "that it would effectually put a stop to the clamour for a general increase of wages, as it would, in effect, be an increase to the able and deserving men, without increasing it to the unable; and it was feared that a general increase of wages, in any other mode, would not have the same salutary ends in increasing the dispatch of the work."

The Navy Board in their proposal also stated, that, previous to the year 1775, various attempts had been made to introduce the mode of employing the shipwrights by task, without success, and that the failure was to be attributed to the want of well regulated plans for carrying it into effect, and to an apprehension that the workmanship might not be well performed.

The plan was approved by the Admiralty; and the Navy Board in consequence gave directions for its being carried into execution, by warrant, dated the 23d of March 1775, which contained a code of regulations for that purpose.

A certain price per ton was fixed by the Navy Board to be allowed to the artificers for building a ship of each class; and the work was divided into twenty-five articles or sections, to each of which a price was set proportionate to the sum allowed for the whole.

The shipwrights were directed to be new shoaled, and the most able formed into gangs to be employed by task; they were to be held subject to the same musters, checks, and mulcts, as those employed by day work; and on no pretence whatever to be permitted to go out of the yard gate within the working hours, nor to go to work before those hours, nor remain at work after them.

The Navy Board, in their warrant to the officers, stated, that the surveyor had devoted considerable care and attention in fixing the prices for the several articles, and had availed himself of the opinion of the officers of the several yards as to the number of men, for one day, which might be proper to complete each article: but we have been unable to ascertain satisfactorily on what "data" of daily pay the calculation of the prices was formed. The surveyors of the Navy are of opinion that the rate of pay taken as "data" in forming the calculation, was two for one, or four shillings and two pence; but as by the warrant the quartermen and foremen were only to have two tides extra, in addition to their daily pay, we do not think that they are correct in their supposition, as it is reasonable to conclude the Navy Board would have given an increase of wages to the subordinate officers in the same proportion as to the working men; whereas, if the prices were fixed on the basis of two for one, the men would receive four shillings and two pence a day, and the quartermen only three shillings and nine pence: we therefore applied to the only Commissioner who was a member of the Navy Board at the time of the introduction of task work, and who had been brought up in the civil department of the service; but it appeared, upon his examination, that he was altogether unacquainted with the subject.

Notwithstanding the plan appears to have been very advantageous to the shipwrights, yet it was resisted by them; and the reason urged against it was, that in case any timber proved defective or unfit for use, when fashioned to its intended shape, no compensation was provided for the workmanship performed on such materials.

The plan being persisted in, they struck work, and were in consequence discharged from the yard on the 29th of June 1775; but were re-entered on the 21st August following, and allowed the option of working either by task or day work.

The prices for task work were revised, and some alterations made in the scheme by the Navy Board's warrants of the 22d of August 1775, and the 3d of May 1776, since which no alteration in either has taken place: it appears, however, from the result of our inquiry, that a further revision is necessary, the

prices for building large ships being fixed too high, and for small ships too low, and consequently the men's earnings are very disproportionate, though, upon an average, the prices are fully adequate; as the amount of their wages, when employed by task, has been from four shillings and two pence to six shillings and sixpence a day.

The warrant of the 22d of August 1775, was intended to do away the objections urged by the shipwrights to this mode of working; it directed, that they should be paid a daily rate of wages for the time that might be lost in the conversion of unsound materials, and in the performance of some extra works; it likewise directed, that they should have assistance in the heavy work of getting in the beams.

The points thus yielded by the Board, were directed to be made known to the artificers, in order that they might have full information of the encouragement held out to them "of a large increase of earnings within the common working hours:" but notwithstanding this encouragement, the shipwrights persisted in their refusal to work by task until the year 1788, when it is said to have been adopted at their solicitation, and has been since continued whenever the works carrying on have allowed the shipwrights to be so employed.

The shipwrights on task work have been confined in their time of working to the common hours of the yard, except when they may occasionally have been employed on any particular work which could not be left in an unfinished state; but although employed by the piece at fixed prices, their earnings have in some instances been limited to four shillings and two pence, or twice the amount of their established daily pay.

As the men employed by task were confined in their time of working to the common hours of the yard, we can see no good reason why any restriction should have been laid upon the amount of their earnings, provided the prices established were fair and equitable, especially as we consider the number of officers fully sufficient to have seen that the work was well and substantially performed.

In the year 1783, in consequence, as is stated, of an application from the shipwrights in some of His Majesty's yards, the Navy Board proposed to the Lords Commissioners of the Admiralty to employ the effective shipwrights generally by the piece in the repairs of ships, or what they termed job work, in order "to give all fitting encouragement to industrious and deserving

men, who, according to this mode, might benefit themselves by a due exertion of their strength and abilities."

We have before stated generally, that job work consisted of repairs; but in the regulations respecting task work, it was directed, that if any one entire article or section of work should arise in the repair of ships, it should be performed by task.

The proposal for job work being approved by the Admiralty, the Navy Board directed, by their warrant of the 3d December, 1783, to the officers of His Majesty's several dock yards, that the shipwrights should be so employed, under the following regulations:

No job was to be undertaken until it had been first valued by the master shipwright and his assistants; the price so set upon it was to be examined by the clerk of the check, and compared with precedents, or the prices allowed for works as nearly correspondent thereto as possible. When the valuation was settled, the workmen were to be employed upon the job, without waiting for particular orders from the Board, as they trusted that the officers, for the sake of their own reputation, as well as in justice to the public, would, to the best of their skill and judgment, set equitable prices:

An account of the particulars and valuation of the jobs so taken in hand, was nevertheless to be sent to the Board immediately, under the hands of the officers before mentioned, in order to their being confirmed, if approved of fully; or that the Board might point out such articles as needed alteration in future cases of the like nature.

By these means, the Navy Board state, they had no doubt but that in a short time just and equitable rates would be found out for almost every possible case, so that His Majesty might have the full benefit of the men's time, and the workmen be paid to the full of their labour.

By this warrant it was likewise directed, that the shipwrights employed by the piece or job work, should not, without special order, be permitted to remain in the yard more than the usual working hours, and that their earnings should be limited, from the 1st of October to the 31st of March, to one day and one tide, or two shillings and eight pence halfpenny a day; and from the 1st of April to the 30th of September, to one day and two tides, or three shillings and four pence a day.

(To be continued.)

Naval Poetry.

The heart's remote recesses to explore,
And touch its Springs, when Prose avail'd no more.
FALCONER.

ROSABELL.

(The following verses have been set to music by Mr. ATTWOOD, and sung with most expressive sweetness by Mrs. ASHE. The words are by JOHN MAYNE, Author of the poem of "Glasgow," &c.)

THE troops were all embark'd on board;
The ships were under weigh;
And loving wives, and maids ador'd,
Were weeping round the Bay.

They parted from their dearest friends,
From all their heart desires;
And Rosabell to Heav'n commends
The man her soul admires!

For him, she fled from soft repose;
Renounc'd a parent's care;
He sails to crush his Country's foes—
She wanders in despair!

A Seraph, in an infant's frame,
Reclin'd upon her arm;
And sorrow, in the comely dame,
Now heighten'd every charm:

She thought, if Fortune had but smil'd—
She thought upon her Dear;
But when she look'd upon his Child,
O! then ran many a tear!

"Ah! who will watch thee as thou sleep'st?
Who'll sing a lullaby,
Or rock thy cradle, when thou weep'st,
If I shou'd chance to die!"

On board the ship, resign'd to Fate,
Yet planning joys to come,
Her Love, in silent sorrow sate
Upon a broken drum.

He saw her, lonely, on the beach;
He saw her on the strand;
And, far as human eye can reach,
He saw her wave her hand.

"O, Rosabell! tho' forc'd to go,
With thee my soul shall dwell;
And Heav'n, who pities human woe,
Will comfort Rosabell!"

August 11, 1806.

IMPROMPTU.

BY A YOUNG ETONIAN,

On Sir J. T. Duckworth's Victory in St. Domingo Bay.

LE SEIGLE gives his Dejeuné,
The French attend his call;
But Duckworth comes, and merrily,
Quick treats them with a *Ball*.
They danc'd a little while, tis said,
And lik'd it much, no doubt;
But soon, to tire themselves afraid,
They turn'd it to a *Rout*.

ODE, BY COWLEY,

SITTING AND DRINKING IN THE CHAIR MADE OUT OF THE RELICKS OF SIR FRANCIS DRAKE'S SHIP.

CHEER up, my Mates, the wind does fairly blow,
Clap on more sail, and never spare;
Farewell all lands, for now we are
In the wide sea of drink, and merrily we go.
Bless me, 'tis hot! another bowl of wine,
And we shall cut the burning Line.

Hey, Boys! she scuds away, and by my head I know
We round the World are sailing now.
What dull men are those that tarry at home,
When abroad they might wantonly roam,
And gain such experience, and spy too
Such countries and wonders, as I do!

But prithee, good Pilot, take heed what you do,
And fail not to touch at Peru!
With gold there the vessels we'll store,
And never, and never be poor!
No, never be poor any more!

What do I mean? what thoughts do me misguide?
As well upon a staff may witches ride
Their fancy'd journeys in the air,
As I sail round the Ocean in this Chair!
'Tis true; but yet this chair which here you see,
For all its quiet now, and gravity,
Has wander'd, and has travell'd more
Than ever beast, or fish, or bird, or ever tree before:
In every air, and every sea 't has been,
'T has compass'd all the earth, and all the Heavens 't has seen.
Let not the Pope's itself with this compare,
This is the only Universal Chair!

The pious wanderer's fleet, sav'd from the flame
(Which still the relicks did of Troy pursue,
And took them for its due),
A Squadron of immortal Nymphs became:
Still with their arms they row about the seas,
And still make new and greater voyages:
Nor has the first poetic ship of Greece,
(Though now a star she so triumphant show,
And guide her sailing successors below,
Bright as her ancient freight, the shining fleece.)
Yet to this day a quiet harbour found;
The tide of Heaven still carries her around.
Only Drake's sacred vessel (which before
Had done, and had seen more
Than those have done or seen,
Ev'n since they Goddesses, and this a Star has been,)
As a reward for all her labour past,
Is made the seat of rest at last.
Let the case now quite alter'd be,
And, as thou went'st abroad the world to see,
Let the world now come to see thee!

The world will do't; for curiosity
Does, no less than devotion, Pilgrims make;
And I myself, who now love quiet too,
As much almost as any chair can do,
Would yet a journey take,
An old wheel of that chariot to see,
Which Phæton so rashly brake:
Yet what could that say more than these remains of DRAKE?
Great Relick! thou too in this port of ease,
Hast still one way of making voyages;
The breath of Fame, like an auspicious gale,
(The great Trade-wind which ne'er does fail,)
Shall drive thee round the world, and thou shalt run
As long around it, as the Sun.

The streights of time too narrow are for thee;
Launch forth into an undiscover'd sea,
And steer the endless course of vast eternity!
Take for thy sail this verse, and for thy Pilot, me!

LINES, BY COWLEY,

Upon the Chair made out of Sir FRANCIS DRAKE's Ship, presented to the University Library of Oxford,

BY JOHN DAVIS, OF DEPTFORD, ESQ.

TO this great ship, which round the world has run,
And match'd in race the chariot of the sun;
This Pythagorean ship, (for it may claim,
Without presumption, so deserv'd a name;
By knowledge once, and transformation now,)
In her new shape, this sacred port allow.
Drake and his ship could not have wish'd from Fate
A more blest station, or more blest estate;
For lo! a seat of endless rest is given
To her in Oxford, and to him in Heaven.

BALLAD.

I.

I BE one of they sailors, who thinks 'tis no lie,
That for every wherefore of life there 's a why,
That be Fortune's strange weather a calm or a squall,
Our berths good or bad are chalk'd out for us all;
That the stays and the braces of life will be found,
To be some of them rotten and some of 'em sound;
That the good we should cherish, the bad never seek,
For death will too soon bring each anchor a-peak.

II.

When astride on the yard, the top lifts they let go,
And I com'd like a shot, plump among 'em below,
Why I catch'd at a halliard, and jump'd upon deck,
And so broke my fall to save breaking my neck:
Just like your philosophers, for all their jaw,
Who, less than a rope, gladly catch at a straw.
Thus the good we should cherish, the bad never seek,
For death will too soon bring each anchor a-peak.

III.

Why now that there cruise, that we made off the banks,
Where I pepper'd the foe, and got shot for my thanks;
What then, she soon struck, and though crippled on shore
And laid up to refit, I had shiners galore.
At length live and looking, I tried the false main,
And to get more prize money got shot at again.
Thus the good we should cherish, the bad never seek,
For death will too soon bring each anchor a-peak.

IV.

Then just as it comes, take the bad with the good,
One man's spoon's made of silver, another's of wood;
What's poison for one man 's another man's balm,
Some are safe in a storm, and some lost in a calm;
Some are rolling in riches, some are not worth a souse;
To day we eat beef, and to morrow lob's scouse.
Thus the good we should cherish, the bad never seek,
For death will too soon bring each anchor a-peak.

BALLAD.

I.

SPANKING Jack was so comely, so pleasant, so jolly,
Though winds blew great guns, still he'd whistle and sing;
Jack lov'd his friends, and was true to his Molly;
And if honour gives greatness, was great as a king:
One night as we drove, with two reefs in the main-sail,
And the scud came on low'ring upon a lee shore,
Jack went up aloft, for to hand the top-gallant-sail,
A spray wash'd him off, and we ne'er saw him more!
But grieving's a folly,
Come let us be jolly,
If we've troubles at sea boys, we've pleasures ashore.

II.

Whifling Tom still of mischief or fun in the middle,
Through life in all weathers at random would jog,
He'd dance, and he'd sing, and he'd play on the fiddle,
And swig with an air his allowance of grog:
Long side of a Don, in the Terrible frigate,
As yard-arm and yard-arm, we lay off the shore,
In and out whifling Tom did so caper and jig it,
That his head was shot off, and we ne'er saw him more.
But grieving's a folly, &c.

III.

Bonny Ben was to each jolly messmate a brother,
He was manly and honest, good-natur'd and free;
If ever one Tar was more true than another,
To his friends and his duty, that sailor was he:
One day with the davie to heave the cadge anchor,
Ben went in a boat on a bold craggy shore,
He overboard tipt, when a shark and a spanker,
Soon snipt him in two, and we ne'er saw him more.
But grieving's a folly, &c.

IV.

But what of it all, lads! shall we be down-hearted
Because that mayhap we now take our last sup;
Life's cable must one day or other be parted,
And death in safe moorings will bring us all up:
But 'tis always the way on't, one scarce finds a brother,
Fond as pitch, honest, hearty, and true to the core,
But by battle, or storm, or some damn'd thing or other,
He's popp'd off the hooks, and we ne'er see him more.
But grieving's a folly, &c.

NAVAL HISTORY OF THE PRESENT YEAR, 1806.

(August—September.)

RETROSPECTIVE AND MISCELLANEOUS.

THE deaths of so many leading men in the government of the country, which has taken place during the last twelvemonth, would have palsied, or interrupted, the enterprise of any other country in Europe. Lord Cornwallis, Lord Nelson, Mr. Pitt, Lord Macartney, and Mr. Fox, have all paid the debt of nature; and at the moment when their abilities are so much wanted. Yet still the genius of the United Kingdom prevails over every surrounding obstacle, and the vessel of state is providentially guided through the general turbulence that prevails.

The principal naval event, to which our attention has lately been directed, is the capture of BUENOS AYRES, which seems connected with some other expeditions that are afloat. This capture is likely to prove of such essential service to the trade of this country, which the angry Corsican has taken so much pains to injure, that we shall subjoin some account of the province of La Plata, and the trade of Buenos Ayres. from the excellent account of the European settlements in America, published by Dodsley in 1761.

" The country of Paraguay, or La Plata, shuts up the eastern side of a considerable part of Chili and Peru; whence extending over a tract of country, above a thousand miles broad, it bounds Brazil upon the west, and upon the south butts upon the Atlantic Ocean; being 1500 miles, at least, in length, from the mouth of the great river Plata to its northern boundary, the country of the Amazons. This vast territory is far from being wholly subdued, or planted by the Spaniards: there are many parts in a great degree unknown to them, or to any other people of Europe. In general, this great country is fertile: the pastures particularly are so rich, that they are covered with innumerable herds of black cattle, horses, and mules, in which hardly any body thinks it worth his while to claim a property.

" This country, besides an infinite number of smaller rivers, is watered by three principal ones, which unite near the sea, to form the famous Rio de la Plata. The first is Paraguay, from whence the country is denominated: this forms the main channel; it has its origin from a great lake in the centre of South America, called the lake of Ferajes, and runs in a course nearly north and south. Parana, which rises amongst the mountains on the frontiers of Brazil and Paraguay.

" The principal province which concerns us in this vast tract, is that which is called Rio de la Plata. This province, with all the adjacent parts, is one continued level, interrupted by not the least hill for several hundreds of miles every way; extremely fertile in most things, but, contrary to the general nature of America, destitute of woods: this want they endeavour to supply by plantations of every kind of fruit trees; all which thrive here to admiration. The air is remarkably sweet and serene, and the water of the great rivers are equally pure and wholesome: they annually overflow their banks, and, on their recess, leave them enriched with a slime, which produces the greatest plenty of whatever is committed to it.

" The principal town is Buenos Ayres, on the south side of the river; it was so called, upon account of the excellence of the air. This town is the only place of traffic to the southward of Brazil; yet its trade, considering the rich and extensive

country to which it is the avenue, is very considerable. No regular fleet comes here, as to the other parts of Spanish America: two, or at most three, register ships make the whole of their regular intercourse with Europe. Their returns are very valuable, consisting chiefly of gold, silver, sugar, and hides. I cannot learn that they have opened any considerable mines in this province, but it is probable there are rich ones in the provinces which lie to the eastward of the Andes: besides, it is certain that a good deal of gold is returned from Chili, for the mules, cattle, and tea, which are sent thither, and that silver from the province of los Charcas, in Peru, is sent upon the same account, for the most part by land carriage. There is, besides, a tolerable water-carriage; for a large river, called Pilcomayo, rises not far from the mines of Potosi, which winding amongst the openings of the Cordillera, discharges itself at last into the Paraguay; and this river is navigable to the very source, allowing for the interruption of some falls, which is the case of the River Plata itself. By this way it is, I judge, that a great quantity of silver comes to Buenos Ayres. Indeed it is in great plenty in that province; and those who have now and then carried on a contraband trade to this country, have found it far more advantageous than any other whatsoever. The benefit of this contraband is now wholly in the hands of the Portuguese, who keep magazines for that purpose in the adjacent parts of Brazil."

A number of ships are already loading for South America, in consequence of the capture of Buenos Ayres. It is the opinion of the best informed men, that nothing more will be requisite to insure the most extensive benefits from the acquisition that has been made, than to facilitate an intercourse between this country and South America. The Spanish Government was so impolitic in its regulations, that the industry of the people was totally discouraged, and the finest region in the world deprived of its natural advantages. The removal of these restraints, and the protection of a just administration, will at once secure the prosperity of the governed, and command their gratitude. Wise and conciliatory measures to gain the esteem and confidence of the people, will render them faithful subjects; and in proportion as they flourish under the British protection, they will become unwilling to return to their former yoke. The principles on which our commercial intercourse with these colonies is to be carried on will speedily be settled, and we have no doubt they will be favourable to the true interests of this country; while they will be calculated, likewise, for the wants and interests of the conquered.

A letter received from an Officer of Sir Home Popham's squadron, dated the 19th of July, says—"We are very anxiously waiting for reinforcements to attack Monte Video; in the mean time the Diadem, Reasonable, and Diomede, are cruising off there. We have no doubt of taking it, but are at a difficulty how we should at present garrison it. The Spaniards were ashamed of themselves after we beat them at Buenos Ayres; and on being questioned on the cause of their not making more resistance with the adequate force they had, said, "that they might as well fire at stone walls as at the English, for the faster they fired, the faster they came near them." We were apprehensive of their rising the two first nights; but now all is tranquil, and is likely to continue so. The Leda was sent forward by Sir Home from the Cape, and, by some occurrence, did not join us till several days after we took Buenos Ayres. Every thing is very dear here, except provisions."

The Hon. East India Company have presented Captain Stiles, of His Majesty's ship Adamant, with a piece of plate, value 500 guineas, for his care and attention to two fleets of East Indiamen, which he convoyed.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

[Continued from page 174.]

DOWNING-STREET, SEPT. 13, 1806.

DISPATCHES, of which the following are copies and extracts, have this day been received at the office of the Right Honourable William Windham, one of His Majesty's principal Secretaries of State, from Major-General Beresford, commanding a detachment of His Majesty's troops in South America.

SIR, *Fort of Buenos Ayres, July 2, 1806.*

I had the honour to communicate to you, by my letter dated the 30th April, the circumstances of my arrival at St. Helena, and the result of the application to the Honourable the Governor of that place for troops.

The fleet sailed thence the 2d of May, and, after a most unexpected long passage, made Cape St. Mary on the 8th of June; His Majesty's ship Narcissus had been dispatched from the fleet on the 27th of May, and Sir Home Popham thought it right to proceed in her for the purpose of making himself acquainted with the navigation of the river, that no delay might occur in proceeding immediately on the arrival of the troops to such place as our information should induce us first to attack. I had sent Captain Kenact, of the royal engineers, (not liking myself to leave the troops,) in the Narcissus, to make such reconnoitring of the enemy's places on the river, as circumstances would admit; and to collect every possible information concerning them, and the strength of the enemy at the several places.

From fogs and baffling winds we did not meet the Narcissus until the sixth day after our arrival in the river, and I had there the satisfaction to see in company with her the Ocean transport, which had parted from us previous to our going to St. Helena. Sir Home Popham and myself immediately consulted whether it would be better first to attack the town of St. Philip of Monte Video, or Buenos Ayres, the capital of the provinces; and after much reasoning, we determined to proceed against Buenos Ayres, which made it necessary to remove from the line of battle ships, the troops and marines, and such seamen as were incorporated with the latter, and others that had been practised to arms during the passage, into the transports and His Majesty's ship Narcissus, which was effected on the 16th ult., and though then only about ninety miles from Buenos Ayres, still, though to his skill Sir Home Popham added the most persevering zeal and assiduity, yet from fogs, the intricacy of the navigation, and continual opposing winds, it was not until the 24th, at night, that we reached opposite to it. We found ourselves the next morning about eight miles from the Point of Quilmes, where I proposed landing, having been informed by an Englishman, who was Pilot for the river, and who had been taken by the Narcissus out of a Portuguese vessel, that it was an excellent place, and an easy access from it into the country. As soon as the wind would permit, on the 25th, Sir Home Popham took the shipping as near as it was possible for them to go; and at a convenient distance for disembarking, which was effected in the course of the afternoon and night, and without any opposition: the enemy remaining at the village of Reduction, on a height about two miles from us in our front: the whole intermediate space, as well as to the right and left, being a perfect flat; but my guide informed me, that though in winter it was impassable, it was then very practicable, and easy for guns to pass.

It was eleven o'clock in the morning of the 26th before I could move off my ground, and the enemy could, from his position, have counted every man I had; the numbers as per margin*. He was drawn up along the brow of a hill, on which was the village of Reduction, which covered his right flank, and his force consisted principally of cavalry, (I have been since informed two thousand,) with eight field pieces. The nature of the ground was such, that I was under the necessity of going directly to his front; and to make my line, as much as I could, equal to his, I formed all the troops into one line, except the St. Helena infantry, of one hundred and fifty men, which I formed one hundred and twenty yards in

* See the "actual state of the troops," &c. at the end of this letter.

the rear, with two field pieces, with orders to make face to the right or left, as either of our flanks should be threatened by his cavalry. I had two six-pounders on each flank, and two howitzers in the centre of the first line. In this order I advanced against the enemy, and after we had got within range of his guns, a tongue of swamp crossed our front, and obliged me to halt whilst the guns took a small circuit to cross, and which was scarcely performed when the enemy opened their field pieces on us, at first well pointed, but as we advanced at a very quick rate, in spite of the boggy ground that very soon obliged us to leave all our guns behind, his fire did us but very little injury. The 71st regiment reaching the bottom of the heights in a pretty good line, seconded by the marine battalion, the enemy would not wait their nearer approach, but retired from the brow of the hill, which our troops gaining, and commencing a fire of small arms, he fled with precipitation, leaving to us four field pieces and one tumbril, and we saw nothing more of him that day.

I halted two hours on the field to rest the troops, and to make arrangements for taking with us the enemy's guns and our own, which had now, by the exertions of Captain Donnelly, of His Majesty's ship Narcissus, been extricated from the bog. He had accidentally landed, and accompanied the troops, on seeing them advance to the enemy, and I am much indebted to him for his voluntary assistance.

I then marched in hopes of preventing the destruction of the bridge over the Rio Chuelo, a river at this season of the year not fordable, and which lay between us and the city; distant from it about three miles, and eight from our then situation: and though I used every diligence, I had the mortification to see it in flames long before I could reach it. I halted the troops for the night a mile from it, and pushed on three companies of the 71st, under Lieutenant-Colonel Pack, with two howitzers, to the bridge, to endeavour to prevent its total destruction. I accompanied this detachment, but on reaching the bridge, found it entirely consumed; and as the enemy during the night was heard bringing down guns, I withdrew the detachment before light, as their position was thought too open and exposed to the enemy's fire, who had at nine o'clock, on hearing some of our soldiers go to the river to get water, opened a fire from their guns, and a considerable line of infantry.

As soon as it was light I sent Captain Kennet, of the engineers, to reconnoitre the sides of the river, and found that on our side we had little or no cover to protect us, whilst the enemy were drawn up behind hedges, houses, and in the shipping on the opposite bank, the river not thirty yards wide. As our situation and circumstances could not admit of the least delay, I determined to force the passage, and for that purpose ordered down the field pieces, which, with the addition of those taken from the enemy the day before, were eleven (one I had spiked and left, not being able to bring it off), to the water's edge, and ordered the infantry to remain in the rear, under cover, except the light company and grenadiers of the 71st. As our guns approached, the enemy opened a very ill directed fire from great guns and musketry; the former soon ceased after our fire opened, the latter was kept up for more than half an hour, but though close to us, did us but little or no injury, so ill was it directed. We then found means, by boats and rafts, to cross a few men over the Rio Chuelo, and on ordering all fire to cease, the little of them that remained ceased also.

The troops which opposed us during these two days appear to have been almost entirely provincial, with a considerable proportion of veteran officers. The numbers that were assembled to dispute our passage of the river, I have been since informed, were about two thousand infantry: I had no reason from their fire to suppose their numbers so great, the opposition was very feeble; the only difficulty was the crossing of the river to get at them.

I cannot omit reporting to you, that I had the most just cause to be satisfied with the conduct of every officer, and all the troops under my command: to Lieutenant-Colonel Pack, of the 71st, every praise is due, as well as to that excellent regiment. The battalion of marines, commanded by Captain King, of the Royal Navy, not only behaved with the utmost good conduct, but with a discipline in the field much beyond what could have been expected, though every exertion to effect it had been used by Commodore Sir H. Popham, and every officer of the Royal Navy, during the passage.

A corps of seamen, who had been drilled to small arms, were also landed; they were between eighty and ninety in number, and I was under the necessity of attaching them to draw the guns, which they did with a cheerfulness and zeal that did them great credit; and I was under great obligation to Captain King for his activity in preparing rafts, boats, &c. to pass the Rio Chuelo.

Lieutenant-Colonel Lane, and the St. Helena troops, also merit my thanks for their good conduct; as does Captain Ogilvie, commanding the artillery, for the manner in which the guns were conducted and served. Captain Kennett, of the royal engineers, was particularly serviceable by his intelligence and zeal; as were the Honourable Major Deane, my Brigade Major, and the Honourable Ensign Gordon, of the 3d Guards, my Aid-de-Camp.

By eleven o'clock A.M. I had got some guns and the greatest part of the troops across the river, and seeing no symptoms of further opposition, and learning that the troops in general had deserted the city, motives of humanity induced me to send, by the Honourable Ensign Gordon, a summons to the Governor to deliver to me the city and fortress, that the excesses and calamities which would most probably occur if the troops entered in a hostile manner might be avoided; informing him, that the British character would insure to them the exercise of their religion, and protection to their persons and all private property. He returned to me an officer to ask some hours to draw up conditions; but I could not consent to delay my march, which I commenced as soon as the whole had crossed the Rio Chuelo; and, on arriving near the city, an officer from the Governor again met me with a number of conditions, to which I had not then time to attend; but said I would confirm by writing what I had promised, when in possession of the city; and the terms granted and signed by Sir Home Popham and myself, I have the honour to annex.

I also transmit a return of the killed, wounded, and missing, on the 26th and 27th of June, as well as the return of the ordnance taken.

I cannot conclude without assuring you of the unwearied zeal and assiduity of Commodore Sir Home Popham, in whatever could contribute to the success of this expedition, and of the cordial co-operation and great assistance which I have received from him.

I have the honour to be, &c.

W. C. BERESFORD, Maj. Gen.

Major-General Sir David Baird, commanding in Chief, &c. &c. &c.

Actual State of the Troops under the Command of Major-General Beresford, at the Point de Quilmes, on the 26th of June, 1806.

Staff.—1 Major-General, 1 Major of Brigade, 1 Aid-de-Camp, 1 Assistant Quarter-Master-General, 1 Assistant Commissary, 1 Surgeon, 1 Assistant Surgeon, and 3 effective horses.

Royal Engineers.—1 Captain and 2 Artificers.

Royal Artillery.—1 Captain, 1 Lieutenant, 1 Assistant Surgeon, 20 effective rank and file, 1 Wheeler, 1 Collar Maker, 2 Artificers, and 4 light six-pounders.

St. Helena Artillery.—1 Captain, 5 Serjeants, 2 Drummers, 94 effective rank and file, and 2 five and half-inch howitzers.

Corps of Gunner Drivers.—9 effective rank and file, and 13 effective horses.

20th Light Dragoons.—1 Captain, 1 Serjeant, and 5 effective rank and file.

71st Regiment.—1 Lieutenant-Colonel, 2 Majors, 7 Captains, 8 Lieutenants, 7 Ensigns, 1 Paymaster, 1 Adjutant, 1 Quarter-Master, 1 Surgeon, 2 Assistant Surgeons, 35 Serjeants, 14 Drummers, and 734 effective rank and file.

St. Helena Regiment.—1 Lieutenant-Colonel, 2 Captains, 4 Lieutenants, 14 Serjeants, 5 Drummers, and 156 effective rank and file.

Royal Marines.—2 Captains, 7 Lieutenants, 13 Serjeants, 4 Drummers, and 314 effective rank and file.

Corps of Seamen.—1 Captain, 3 Lieutenants, 4 Midshipmen (of the Royal Navy), 1 Surgeon, 1 Assistant Surgeon, 4 Serjeants, 2 Drummers, 84 effective rank and file, and 2 light three-pounders.

Total.—1 Major-General, 1 Major of Brigade, 1 Aid-de-Camp, 1 Assistant Quarter-Master-General, 1 Assistant Commissary; 1 Surgeon, and 1 Assistant Surgeon, (of the Staff;) 1 Captain, 3 Lieutenants, and 4 Midshipmen, of the Royal Navy;) 2 Lieutenant-Colonels, 2 Majors, 15 Captains, 20 Lieutenants, 7 Ensigns, 1 Paymaster, 1 Adjutant, 1 Quarter-Master, 2 Surgeons, 4 Assistant Surgeons, 72 Serjeants, 27 Drummers, 1466 effective rank and file, 16 effective horses, 1 Wheeler, 1 Collar Maker, 4 Artificers, 2 five and half-inch howitzers, 4 light six-pounders, and 2 light three-pounders.

W. C. BERESFORD, Major-General.

TERMS *granted to the Inhabitants of Buenos Ayres and its Dependencies, by the Commanders in Chief of His Britannic Majesty's Forces by Land and Sea.*

Art. I. The troops belonging to His Catholic Majesty, who were in the town at the time of the entry of the British troops, shall be allowed to meet in the fortress of Buenos Ayres, march out of the fort with all the honours of war, and shall then lay down their arms, and become prisoners of war; but such officers as are natives of South America, or married with natives of the country, or regularly domiciliated, shall be at liberty to continue here so long as they behave themselves as becometh good subjects and citizens, taking the oath of allegiance to His Britannic Majesty, or proceed to Great Britain with regular passports, having previously passed the parole of honour, not to serve until they are regularly exchanged.

Art. II. All bonâ fide private property, whether belonging to the civil or military servants of the late government, to the magistrates, burghers, and inhabitants of the town of Buenos Ayres and its dependencies, to the illustrious the Bishop, the Clergy; to the churches, monasteries, colleges, foundations, and other public institutions of that kind, shall remain free and unmolested.

Art. III. All persons of every description belonging to this city and its dependencies, shall receive every protection from the British government, and they shall not be obliged to bear arms against His Catholic Majesty; nor shall any person whatever in the city or its dependencies take up arms, or otherwise act inimically to His Majesty's troops or government.

Art. IV. The cabildo, magistrates, burghers, and inhabitants, shall preserve all their rights and privileges which they have enjoyed hitherto, and shall continue in full and free exercise of their legal functions, both civil and criminal, under all the respect and protection that can be afforded them by His Majesty's government, until His Majesty's pleasure is known.

Art. V. The public archives of the town shall receive every protection from His Britannic Majesty's government.

Art. VI. The different taxes and duties levied by the magistrates to remain for the present, and to be collected by them in the same manner, and applied to the same purpose as heretofore, for the general good of the city, until His Majesty's pleasure is known.

Art. VII. Every protection shall be given to the full and free exercise of the Holy Catholic Religion, and all respect shown to the most illustrious the Bishop and all the Holy Clergy.

Art. VIII. The Ecclesiastical Court shall continue in the full and free exercise of all its functions, to be precisely on the same footing as it was heretofore.

Art. IX. The coasting vessels in the river will be given up to their owners, according to a proclamation issued the 30th ult.

Art. X. All public property of every description belonging to the enemies of His Britannic Majesty, shall be faithfully delivered up to the captors; and as the Commanders in Chief bind themselves to see the fulfilment of all the preceding articles for the benefit of South America, so do the cabildo and magistrates bind

themselves to see that this last article is faithfully and honourably complied with.

Given under our hands and seals, in the fortress of Buenos Ayres, this 2d day of July, 1806.

W. C. BERESFORD, Maj. Gen.

HOME POPHAM, Commodore, commanding in Chief.

JOSEPH IGN. DE LA QUINTANA, Governor, and Brigadier of Dragoons.

Witness to the above signatures,
FRAN. DE LESICA ANSELMO SAEN BALIENTE.

(A True Copy.)
GEO. W. KENNETT, Mil. Secretary.

Castle of Buenos Ayres, 5th July, 1806.

Return of Ordnance, Ammunition, and Arms, captured at Buenos Ayres and its Dependencies, viz.

Iron Ordnance.—7 eighteen-pounders, 1 twelve-pounder, 8 nine-pounders, 15 six-pounders, 6 four-pounders, 8 three-pounders.

Brass Ordnance.—1 thirty-two pounder, 2 twelve-pounders, 2 nine-pounders, 2 six-pounders, 6 four-pounders, 3 three-pounders, 16 two-pounders, 4 one-pounders, 1 nine and half-inch mortar, 3 five and half-inch mortars, 1 six-inch howitzer.

550 whole barrels of powder; 2064 muskets with bayonets; 616 carbines; 4019 pistols; 31 musketoons; 1208 swords.

J. F. OGILVIE, Captain commanding Royal and St. Helena Artillery.

Since the above return was sent to Major-General Sir David Baird, the following guns, left by the Viceroy in his flight, have been taken, and arms, &c. received:—

Brass Ordnance.—3 four-pounders, 3 two-pounders, and 1 six-inch howitzer.

139 muskets with bayonets; 71 muskets without bayonets; 85 pouches; 39 swords.

J. F. O.

Return of the Killed, Wounded, and Missing, of the Troops under the Command of Major-General Beresford, on the 26th and 27th June, 1806.

St. Helena Artillery.—1 rank and file wounded.
71st Regiment.—1 officer, 1 serjeant, 5 rank and file wounded.
St. Helena Infantry.—1 rank and file wounded; 1 officer missing.
Royal Marines.—3 rank and file wounded.
Corps of Seamen.—1 rank and file killed.

Names of Officers wounded and missing.

Captain le Blanc, of the 71st regiment, shot in the leg; since amputated above the knee.

Assistant-Surgeon Halliday, of the Medical Staff attached to St. Helena regiment, missing.

Extract of a Letter from Major-General Beresford to the Right Honourable Lord Castlereagh, dated Fort of Buenos Ayres, 11th July, 1806.

I trust the conduct adopted towards the people here has had its full effect, in impressing upon their minds the honour, generosity, and humanity of the British

character. His Majesty's ministers will see by the detail of our proceedings, that, after the army had passed the Rio Chuelo, the city of Buenos Ayres remained at our mercy, and that, in fact, the only conditions on which I entered were such as I pleased to offer, and which humanity and a regard to our national character would naturally induce me to give under any circumstances. However, to quiet the minds of the inhabitants, we not only consented to put in writing my promises, but acceded to many conditions not expected by them; and, contrary to direct stipulation, gave up to the proprietors all the coasting vessels captured, with their cargoes, and of which I annex a return*, and the value of which amounted to one million and a half of dollars, and, which being done with the views already exposed, will, I trust, meet with His Majesty's approbation.

I have the honour to inform His Majesty's ministers, that I had detached Captain Arbuthnot, of the 20th Light Dragoons, on the 3d instant, with a party consisting of seven dragoons, and twenty infantry, (the whole mounted,) to a place called Luxam, fifty miles distant. My principal object was to have the country reconnoitred, and to see what were the dispositions of the inhabitants; but with the avowed object of escorting back some of the treasure which had been taken from here, and to prevent its following the Viceroy, which I had reason to suspect was intended, though it was said to be all private property; and, in which case, we had declared, if brought back, it should be given to its owners, if of this city. Captain Arbuthnot returned last night; and I am glad to say with information of a pleasing nature; for your Lordship will see, by this detachment passing so easily through the country, that whatever their present inclinations may be, there is no very great danger from any hostile intentions against us: and Captain Arbuthnot reports rather favourably of the general dispositions of the people. The country to Luxam, as I have already represented, in general the whole of it, is a perfect flat, and the view of the horizon obstructed by nothing but the imme .se herds of horses and cattle; but principally horned cattle.

Luxam is situated on a river of the same name, and where there is a bridge over it, and the route leading to all the interior provinces, and I rather think it will be adviseable on many accounts that I possess myself of it, which I can do by a small detachment. Much of the treasure was caught actually going to Cordova; and the rest, but for the opportune arrival of the party, would have been pillaged.

The waggons conveying this treasure may be expected here to-morrow. Those with the Royal Treasure, and that of the Philippine Company, arrived some time since, and is already embarked.

The Honourable Major Deane, who is the bearer of these dispatches, will give any further information to His Majesty's ministers that they may desire; and I beg to recommend him as an officer deserving of any mark of favour that His Majesty may be graciously pleased to bestow on him.

PROCLAMATION

By William Carr Beresford, Major-General commanding in chief His Britannic Majesty's Forces employed on the East Coast of South America, and Lieutenant-Governor of Buenos Ayres and all its Dependencies.

THE town of Buenos Ayres and its dependencies being now subject to His Britannic Majesty by the energy of His Majesty's arms, the Major-General, with a view of establishing a perfect confidence in the liberality and justice of His Majesty's government, and quieting the minds of all the inhabitants who are now in the city, or who from the apprehension of the general casualties of war may have quitted it, thinks it necessary to proclaim without a moment's loss of time, that it is His Majesty's most gracious intention that the people of Buenos Ayres, and such other provinces in the Rio de la Plata, as may eventually come under his protection, shall enjoy the full and free exercise of their religion, and that every respect shall be shown to its holy ministers.

That the courts of justice shall continue the exercise of their functions in all

* It has been found difficult to procure the return of vessels here alluded to, at least the names of all. They are of various classes, from one hundred and fifty tons downwards, and amount in the whole to one hundred and eighty in number.

cases of civil or criminal procedure, with such references to the Major-General as were had to the Viceroy on former occasions, and the Major-General pledges himself that as far as depends on him every thing shall be done to bring those processes to an immediate and just issue.

All private property of every description shall receive the most ample protection; and whatever may be required by the troops, either of provisions or other articles, shall be immediately paid for at such prices as may be fixed on by the Cabildo.

The Major-General therefore calls upon the most Illustrious Bishop, his Coadjutors, and all Ecclesiastical Orders, Foundations, Colleges, Heads of Corporate Bodies, Mayor, Aldermen, and Burgesses, to explain to the inhabitants in general that they are ever to be protected in their religion and property; and until the pleasure of His Britannic Majesty is known, they are to be governed by their own municipal laws.

The Major-General thinks it necessary to acquaint the general and commercial interest of the country, that it is His Majesty's most gracious intention that a free trade shall be opened and permitted to South America, similar to that enjoyed by all others of His Majesty's colonies, particularly the island of Trinidada, whose inhabitants have felt peculiar benefits from being under the government of a Sovereign powerful enough to protect them from any insult, and generous enough to give them such commercial advantages as they could not enjoy under the administration of any other country.

With the promise of such rigid protection to the established religion of the country, and the exercise of its civil laws, the Major-General trusts that all good citizens will unite with him in their exertions to keep the town quiet and peaceable, as they may now enjoy a free trade, and all the advantages of a commercial intercourse with Great Britain, where no oppression exists, and which he understands has been the only thing wanting by the rich provinces of Buenos Ayres, and the inhabitants of South America in general, to make it the most prosperous country in the world.

The Major-General has now only to call upon the magistrates to send to the different farmers in the country, and induce them to bring into the markets provisions and vegetables of every description, for which they shall be immediately paid, and any complaints which may be made shall be redressed without delay.

It having been represented to the Major-General, that some of the existing duties bear too hard on the enterprize of commerce, he has determined to take the earliest opportunity of informing himself on that subject, from the best commercial authorities, and he will then make such reductions in the overbearing duties as may seem most conducive to the interest of the country, until the pleasure of His Britannic Majesty is known.

W. C. BERESFORD,
Maj. Gen. and Lieut. Gov.

(A correct Copy.)
Geo. W. Kennett, Mil. Sec.

PROCLAMATION

By the Commanders in Chief of His Britannic Majesty's Forces by Land and Sea.

Although the laws of war give all ships, barges, vessels, boats, and craft of every description in harbours, rivers, and creeks, to the captors, yet the Commanders in Chief of His Britannic Majesty's forces by land and sea, feeling that such captures will distress the owners of small vessels, as they may be the only means by which they gain their livelihood, and anxiously wishing to give every encouragement to real industry, and every accommodation to the inhabitants of South America, do by this Proclamation give up all such small vessels as shall appear to be really vessels carrying on the coasting trade of the river. And they at the same time call upon all the owners of those vessels, and the inhabitants in general, to see that no imposition is practised on the captors by the vessels claiming this act of grace, that are not entitled to it. The captors trust they merit this attention

from their liberal conduct to the inhabitants of South America, and their desire to do every thing in their power to promote the happiness of the country.

The description of vessels included in this Proclamation, are to be named by Captain Lajunor, and Captain Thompson, Captain of the Port.

Given under our hands, in the Castle of Buenos Ayres, the 30th day of June, 1806.

W. C. BERESFORD.
HOME POPHAM.

(A true Copy.)
Geo. W. Kennet, Mil. Sec.

Extract of a Dispatch from Major-General Beresford, to the Right Honourable Lord Castlereagh, dated Fort of Buenos Ayres, 16th July, 1806.

I am now able to transmit nearly an account of the money which has been received as prize under the terms of my agreement with the acting Governor of the place, previous to my entering the town. The statement shows the various departments and public bodies whence the sums forming the total has been derived, the sum of one million eighty-six thousand two hundred and eight dollars is going home in His Majesty's ship Narcissus, and Sir Home Popham and myself have thought it right to reserve here for the exigencies of the Army and Navy a considerable sum; and for the purpose of keeping down the exchange on bills drawn by the respective services, and which would otherwise bring the dollar to an enormous price.

It is estimated that the merchandize in the King's stores, principally Jesuits' bark and quicksilver, and which is in the Philippine Company's stores, with the little that is retained of floating property, will amount, if it can be disposed of, to between two and three millions of dollars. Of the Bullion delivered in, some is claimed as private property, and which shall be delivered in the same spirit of liberality with which, we trust, it will be considered we have acted here. The sixty-one thousand seven hundred and ninety dollars were yesterday delivered to the Consulada, on their assurance only that it belonged to the people of this town, and they have a claim upon forty or fifty thousand dollars more, which will be settled this day

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Account of Monies, &c. received in consequence of an Agreement on the 28th of June, 1806, and that brought from and near Luxam.

Buenos Ayres, July 16, 1806.

Embarked on board His Majesty's Ship Narcissus.

	Dollars.
Royal Treasure; brought in by Mr. Casamajor	208,519
Phillippine Company; ditto	108,000
Post Office; ditto	56,872
Tobacco Administration; ditto	94,323
Custom House; ditto	57,000
From the Agent of the Philippine Company	100,000
114 Skins, containing each 3000 Dollars; brought back from Luxam by Captain Arbuthnot's party	342,000
2 Boxes; ditto	5,932
Gold Bar; ditto	562
71 Ingots of Silver; ditto	113,000
	1,086,208

Remains in the Treasury.

From the Agent of the Philippine Company	30,000
Consulada; brought back from Luxam by Captain Arbuthnot's party	61,790

		Dollars.
32½ Linen Bags*; brought back from Luxam by Captain Arbuthnot's party		32,500
38 Boxes †; ditto		76,000
Box found in the house of a Priest		4,825
		205,115
Embarked on board the Narcissus	1,086,208	
Remains in the Treasury	205,115	
Total	1,291,323	

SEPTEMBER 13.

Captain Donelly, of His Majesty's ship Narcissus, arrived last night at this office with a dispatch from Commodore Sir Home Popham, Knt., addressed to William Marsden, Esq.; of which the following is a copy:—

SIR, *Narcissus, off Buenos Ayres, 6th July*, 1806.

In the letter which I had the honour to address you from St. Helena, on the 30th of April, I fully explained, for the information of my Lords Commissioners of the Admiralty, the motives that induced me to press so strongly the urgency and expediency of undertaking an expedition against the enemy's settlements in the Rio de la Plata.

I have therefore only to give you a short detail of the proceedings of the squadron; previously congratulating their Lordships on His Majesty's forces being in full possession of Buenos Ayres and its dependencies; the capital of one of the richest and most extensive provinces of South America.

To the commerce of Great Britain it exhibits peculiar advantages, as well as to the active industry of her manufacturing towns. And when I venture, in addition, to assure their Lordships of the extreme healthiness of the climate, I trust I only hold out a consolation that the friends of every person employed on this expedition are justly entitled to, and which I am satisfied will be equally gratifying to the feelings of every British subject.

As I considered it an object of material consequence to obtain the earliest local information in the river, I placed the squadron under the direction of Captain Rowley on the 27th of May, and preceded it in the Narcissus for that purpose.

On the 8th ult. we anchored near the island of Flores; and, after passing Monte-Video the following day, we detained a Portuguese schooner, by whom the intelligence we had formerly received was generally confirmed. On the 11th we fell in with the Encounter and Ocean transport, near the south coast of the river; and on the 13th we joined the squadron.

It was immediately determined to attack the capital; and no time was lost in removing the marine battalion to the Narcissus, the Encounter, and the transports, for the purpose of proceeding to Buenos Ayres, while the Diadem blockaded the port of Monte-Video, and the Raisonable and Diomede, by way of demonstration, cruised near Maldonado and other assailable points.

Our progress up the river was very much retarded by the shoalness of the water, adverse winds, and currents, continual fogs, and the great inaccuracy of the charts; but by the unremitting and laborious exertions of the officers and men I had the honour to command, these difficulties were surmounted, and the squadron anchored on the afternoon of the 25th off Point Quelmey à Pouichin, about twelve miles from Buenos Ayres.

As it was impossible for the Narcissus to approach the shore, on account of the shoalness of the water, the Encounter was run in so close as to take the ground, the more effectually to cover the debarkation of the army in case of necessity: the whole, however, was landed in the course of the evening without the least opposition; consisting of the detachment of His Majesty's troops from the Cape,

* Not counted, but supposed 1000 dollars each.

† Not counted, but supposed 2000 dollars each.

and that from St. Helena, with the marine battalion, under the orders of Captain King, of His Majesty's ship the Diadem, which was composed of the marines of the squadron, augmented by the incorporation of some seamen, and three companies of Royal Blues from the same source of enterprise, which had been regularly trained for that duty, and dressed in an appropriate uniform.

The enemy was posted at the village of Reduction, which was on an eminence, about two miles from the beach, with the appearance of a fine plain between the two armies, which however proved, on the following morning, to be only a morass in a high state of verdure.

This, in some measure, checked our advancement; nor did the enemy open his field train till the troops were nearly in the middle of the swamp, from whence he thought it was impossible for them to be extricated.

The able and excellent disposition of General Beresford, and the intrepidity of his army, very soon, however, satisfied the enemy, that his only safety was in a precipitate retreat, for we had the satisfaction of seeing, from the ships, near four thousand Spanish cavalry flying in every direction, leaving their artillery behind them, while our troops were ascending the hill, with that coolness and courage which has, on every occasion, marked the character of a British soldier, and has been exemplified in proportion to the difficulties and dangers by which he was opposed.

I have, probably, trespassed on a line that does not immediately belong to me, but I could not resist the gratification of relating to their Lordships what I saw; assuring myself, at the same time, they will be convinced, if the enemy had given the squadron an equal opportunity, I should have had the pleasing duty of reporting an honourable issue to the effect of their eminent zeal and exertions.

On the 27th, in the morning, we saw some firing near the banks of the river Chello; but it blew so hard, that it was totally impracticable to have any communication with the shore during that day.

Early on the 28th, a royal salute was fired from the castle of Buenos Ayres, in honour of His Majesty's colours being hoisted in South America, and instantly returned by the ships lying off the town.

I now consider it to be a proper moment for acknowledging, in terms of the sincerest gratitude, my high sense of the zealous and animated conduct of every officer and man in the squadron which I have the extraordinary good fortune to command.

Captain Rowley, with Captain Edmonds under his orders, continued, as long as the weather would permit, an advantageous demonstration off Maldonado.

Captain Donnelly, who did me the favour of requesting I would go up the river in the Narcissus, and to whom, from his rank, no specific service could be assigned in our small scale of operations, applied himself, on every occasion, where he could promote the objects of the expedition:—and, as he is charged with this dispatch, I take the liberty of recommending him to their Lordships' protection, under a full conviction they will obtain, through him, every information which they have a right to expect from an officer of great intelligence and long meritorious service.

I consider Captain King, with the officers of the marine battalion, so completely under the report of General Beresford, that I shall only state to their Lordships my extreme satisfaction on hearing personally from the General how highly he appreciated every part of their conduct, particularly the celerity with which they transported the artillery and troops across the Rio Chello after the bridge was burnt by the enemy.

Lieutenant Talbot of the Encounter manifested great zeal in every instance where it was necessary to call on him; Lieutenant Groves, of the Diadem, was also very active in landing the ordnance and ordnance stores; and I think it highly proper to state to their Lordships, that the Masters and crews of the different transports behaved with great attention during the whole of this service.

I enclose a copy of the terms* granted to the inhabitants after the capture of the city, by which their Lordships will see that the coasting vessels in the river, supposed, with their cargoes, to amount to one million and a half of dollars, were

* See Major-General Beresford's dispatches.

restored to the proprietors; for an early record to the country of the great liberality of His Majesty's government.

I have the honour to be, &c.

HOME POPHAM.

I have sent Lieutenant Groves to take possession of Eusenaba de Baragon, a port to the eastward of Buenos Ayres, where I understand there are two gun-vessels and two merchant ships. H. P.

SEPTEMBER 16.

Copy of a Letter from Vice-Admiral Dacres, Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq.; dated at Port Royal, August 3, 1806.

SIR,

I transmit herewith, for the information of the Lords Commissioners of the Admiralty, copies of two letters I have received from Lieutenant Rorie, commanding His Majesty's brig Morne Fortunée, acquainting me of his having captured a French privateer schooner, and driven on shore and destroyed a Spanish armed schooner, with a letter of marque. I am, &c.

J. R. DACRES.

His Majesty's Brig Morne Fortunée, off Beata, May 16, 1806.

SIR,

I beg leave to inform you, that His Majesty's brig, under my command, after a chase of two hours, captured the French privateer le Luni, mounting two carriage-guns, with a complement of forty-seven men, out four days from the city of St. Domingo, without making any captures.

I have the honour to be, &c.

To James Richard Dacres, Esq., Vice-Admiral of the White, Commander in Chief, &c. J. RORIE.

His Majesty's Brig Morne Fortunée, off Island Mona, June 8, 1806.

SIR,

I have the honour to acquaint you, His Majesty's brig, under my command, drove on shore, on the 3d instant, between the island of Saona and Cape Euganna, the Spanish letter of marque schooner l'Aimable Jenette, mounting two six-pounders, with a complement of twenty men.

It being impossible to get her off, I sent the boats to destroy her, under the command of Sub-Lieutenant Kingston, which service he accomplished much to my satisfaction. I have the honour to be, &c.

To James Richard Dacres, Esq., Vice-Admiral of the White, Commander in Chief, &c. J. RORIE.

SEPTEMBER 20.

At the Court at the Queen's Palace, the 17th of September, 1806,

PRESENT,

The KING's Most Excellent Majesty in Council.

Whereas the capital city, town, and fortress of Buenos Ayres, and its dependencies, have been conquered by His Majesty's forces, and the territory and forts of the same are delivered up to His Majesty, and the same are now in His Majesty's possession; His Majesty is thereupon pleased to order and declare, and it is hereby ordered and declared, that all his loving subjects may lawfully trade to and from the said capital city, town, and fortress of Buenos Ayres, and its dependencies, including therein all and every the territories belonging to, or forming a part of the government of the same, in British ships, owned by His Majesty's subjects, and navigated according to law; or in ships bonâ fide belonging to any of the subjects or native inhabitants of the said city, town, or territories, such native inhabitants being peaceably resident within the same, and under the obedience of His Majesty's government there; and that such trade shall be

subject to the same duties, rules, regulations, conditions, restrictions, penalties, and forfeitures, to which the trade to and from His Majesty's colonies, plantations and islands in the West Indies and South America is, or shall be subject by law, except as is hereinafter specified:

And His Majesty is further pleased to order and declare, and it is hereby ordered and declared, that all commodities, being of the growth, produce, or manufacture of the said capital city, town, and fortress of Buenos Ayres, and its dependencies, including therein all and every the territories belonging to, or forming a part of, the government of the same, or which have been usually exported therefrom, shall be permitted to be imported into any of the ports of the United Kingdom in British ships, owned by His Majesty's subjects, and navigated according to law; or in ships bonâ fide belonging to any of the subjects or native inhabitants of the said city, town, or territories, such native inhabitants being peaceably resident within the same, and under the obedience of His Majesty's government there; and that such commodities shall be subject to the same duties, rules, regulations, restrictions, conditions, penalties, and forfeitures, as articles of the like sort are subject to coming from His Majesty's colonies, plantations, or islands in the West Indies, or South America:

And whereas information has been received, that the commander of His Majesty's forces, to whom the said city, town, and fortress have surrendered, has reduced the duties on importation into the same, from about thirty-four and a half per cent. ad valorem, to ten per cent. ad valorem, and two and a half per cent. for the consulate or municipal duties, making, in the whole, twelve and one half per cent. on all articles imported into the said place and its dependencies, in British ships, owned by His Majesty's subjects, and navigated according to law; or in ships bonâ fide belonging to any of the subjects, or native inhabitants, of the said city, town, or territories, such native inhabitants being peaceably resident within the same, and under the obedience of His Majesty's government there: His Majesty is thereupon pleased to order and declare that the said reduced duties shall continue to be levied, and no other, on all articles so imported, with the exception of German linens, which are to continue to be subject to the same duties as were paid thereon before the conquest of the said place by His Majesty's arms, until His Majesty's pleasure shall be further signified;—and it is hereby further ordered, that it shall not be lawful for any slave or slaves to be landed, or imported, or brought into the said city, town, and fortress of Buenos Ayres, and its dependencies, including therein all and every the territories belonging to, or forming a part of, the government of the same as aforesaid, upon pain that all slaves so landed, imported, or brought, together with the vessels bringing in the same, or from which the same shall be landed, and their cargoes, shall become forfeited to His Majesty, his heirs, and successors:—Provided always, that this prohibition shall not extend to the several cases of slaves bonâ fide employed in navigating any ships trading to or from the said place, or of slaves bonâ fide employed as domestic slaves, and coming into the the said place with their masters; or of slaves in any manner employed in His Majesty's naval or military service:—And the Right Honourable the Lords Commissioners of His Majesty's Treasury, and the Lords Commissioners of the Admiralty, are to give the necessary directions herein, as to them may respectively appertain.

W. FAWKENER.

SEPTEMBER 20.

Copy of a Letter from Sir James Saumarez, K. B., Rear-Admiral of the Red, to William Marsden, Esq.; dated at Guernsey, 14th September, 1806.

SIR,

I herewith enclose, for the information of my Lords Commissioners of the Admiralty, a letter I have this day received from Captain Burrowes, of His Majesty's ship Constance, acquainting me with his having, in company with the Strenuous and Sharpshooter gun-brigs, driven on shore, near Cape Frehol, a French frigate of thirty guns, in a situation as to leave no doubt of her being completely destroyed.

The exertion of Captain Burrowes, and of Lieutenants Nugent and Goldie of the gun-brigs, since they have been upon this station, has excited my highest

approbation; and the service they have performed will be more highly appreciated when I state, that there is every reason to believe the frigate they have destroyed was on her way form Brest, with a supply of stores for the equipment of a large frigate lately launched at St. Malo.

I have the honour to be, &c.

J. SAUMAREZ.

His Majesty's Ship, Constance, Jersey,
12th September, 1806.

SIR,

I have the honour to state, that on Tuesday the 9th instant, this ship, the gun-brigs Strenuous and Sharpshooter in company, fell in with, and drove on shore to the westward of Cape Frehol, a French frigate, coppered, and about thirty guns: it coming to blow hard that morning, with thick weather, we were obliged to weigh from off St. Maloes, with a strong flood tide, and to beat to the westward. About noon we perceived the enemy endeavouring to pass between us and the cape to the eastward. Seeing us close, and likely to cut him off, he preferred running on shore to fighting his way, and went right in before the wind. The surf beating against him, and the weather getting worse, I could not stand nearer the rocks, and called off the Strenuous, who was nearest, and I feared would not be able to get off. The wind moderating in the evening, I worked up with the ebb, and perceived him high and dry, within a ledge of rocks close to the sand-hills, but far out of reach of shot. I anchored for the night, but found no means of further annoyance in the morning; for the prospect of burning him I thought too hazardous by the boats, having the army (who appeared in numbers), his own crew, guns, and a battery on the hill, to defend him. As the tide flowed the wind increased to such a degree as obliged me to consult our own safety, and leave the coast; and from the assurance of the pilot, and my own observation, there can be little doubt the gale which followed has made him a complete wreck. As soon as it is moderate I shall go down again, and report accordingly.

It gives me great pleasure to remark to you, Sir, the zeal and gallantry of Lieutenants Nugent and Goldie, of the gun-brigs; had there been occasion, I had every reason to expect the utmost from them, as well as Mr. Dobbs (the first of this ship), and all the officers and men of the squadron.

I enclose weekly accounts of the vessels under my orders, and have the honour to be, &c.

H. S. BURROWES.

Sir James Saumarez, Bart. and K. B.

Promotions and Appointments.

His Majesty has been pleased to appoint the Right Honourable Thomas Grenville to the office of First Lord of the Admiralty, in the room of Lord Howick, who has succeeded Mr. Fox as Secretary of State for the Foreign Department.

Captain Rose is appointed to the Agamemnon; Captain Spear to the Circe; Captain J. Campbell to the Northumberland; Captain Morrison to the Heureux; Captain Astle to the Spartan frigate.

Mr. Simpson, late Surgeon of the Arethusa, is appointed to l'Hercule.

Mr. W. Webb, of Portsea, Purser of His Majesty's sloop Star, is appointed to the Garland frigate, building at Biddeford.

A new Quarantine Board is about to be established, of which the Comptroller of the Navy for the time being will be President. The Commissioners appointed are two Commissioners of the Customs, Commissioner George, of the Transport Office, with Dr. Harness, of the same office, and two or three other medical gentlemen.

Captain V. V. Ballard to the Hebe; the Hon. G. Poulett to be a Post Captain; Captain Ratsey to the Sir Edward Hughes, *vice* G. Heathcote, come home ill; Captain Trowbridge (son of Sir T. Trowbridge), to the Harrier; Captain Handfield to the Delight; Captain J. Irwin to be Agent for Transports; Mr. Bell,

of the Phæton, to be Purser of the Lancaster, *vice* Gilpine, deceased; Mr. James Wilkinson to be Purser of the Phæton.

Mr. R. Harrison, late of the Hibernia, is promoted to be a Lieutenant, and appointed to the Imperieuse.

Captain Stupart is appointed to the Emulous; Captain W. King to the Prospero; Lieutenant J. Godwin to the Flying Fish; Lieutenant W. Shepheard, of Portsea, to command the Demerara.

Lieutenant Lewis P. Madden, of the Royal Marines, (son of Captain Madden, of Portsmouth,) is appointed Secretary to Sir Home Popham at Buenos Ayres.

Captain Ayres is appointed to the Magnificent; Captain Donnelly to the Ardent; Captain C. Malcolm to the Narcissus; Lieutenant J. Haswell is promoted to be a Commander; J. Clyde, Esq. is appointed Purser of the San Damaso.

BIRTHS.

On Monday, 5th September, at Chatham, the lady of Lieutenant-Colonel Desborough, of the Royal Marines, of a son.

Lady Goold, of a son.

The lady of Captain Humphreys, R. N., of a son and heir.

MARRIAGES.

At Stonehouse, S. Swaine, Esq., Captain in the Royal Navy, to Miss Le Grice.

Lately, Captain Aldham, of the Royal Navy, to Mrs. Boger, widow of Captain Boger, of the Navy.

At Kingston, near Portsmouth, Mr. G. Odell, Surgeon of His Majesty's ship Spencer, to the daughter of the late Captain Hornsby.

Lieutenant Fraser, of the Royal Navy, to Miss Preston, daughter of W. Preston, Esq. of Easingwold.

5th September, was married, at Gosport Chapel, Lieutenant Renwick, of the Royal Navy, to Miss Jukes, daughter of E. Jukes, Esq. banker, of Gosport.

On 7th September was married, Lieutenant Ingram, of the Royal Navy, to Miss Wilmott.

T. Bowdler, Esq. of St. Boniface, in the Isle of Wight, to Mrs. Trevenen, eldest daughter of John Farquharson, Esq. of St. Petersburgh, and widow of Captain Trevenen, late of the county of Cornwall, and of the Russian Navy.

OBITUARY.

On board the Fortunée, Lieutenant John Gordon, late of His Majesty's ship Hebe.

Lately, at Jamaica, Mr. Gillespie, Surgeon of His Majesty's ship Morne Fortunée.

At Antigua, Mr. J. Knight, aged 40, Purser of His Majesty's ship Princess Charlotte.

Lately, Mr. G. Jackson, Purser of His Majesty's ship San Damaso, at Portsmouth.

In June last, on board of the Seahorse, in the Mediterranean, Mr. H. Mathison.

On 12th September, Master Chapman, son of Lieutenant Chapman, of the Navy, was killed at Fareham, by a mast, which was repairing, falling on him.

On 13th September last, at Fareham, Mr. Hemphill, late Purser of His Majesty's ship Donnegal.

A few days since, Captain Coluet, late Commander of His Majesty's ship Glatton.

M. Brown Pinx^t A. Cardon sculp^t

SIR HOME RIGGS POPHAM, K.M. & F.R.S.

Commander of His Majesty's Squadron at the Capture of BUENOS AYRES, &c.

Pub by J. Gold Shoe Lane Novr 1 1806

BIOGRAPHICAL MEMOIR OF

SIR HOME RIGGS POPHAM, K.M. AND F.R.S.

COMMODORE OF HIS MAJESTY'S SQUADRON AT THE CAPTURE OF BUENOS AYRES, &c.

"OFT HAVE I SEEN THE MASTER PASSION RISE,
LIGHT UP HIS FRAME AND SPARKLE IN HIS EYES,
AS ROUND HIM HONOUR THREW HER BRIGHTEST BEAM,
WHEN ALBION'S TRIUMPHS WERE THE GLORIOUS THEME!"
ANON.

THE rapid succession of victories obtained, and conquests achieved, by the British arms, within the last twelve months, is beyond all precedent. Although the prodigal waste of human life, in Calabria, may be regarded with indifference by the man who usurps the Bourbon throne, who affects to call the people of France his *subjects*, our naval victories must "tent him to the quick." Amidst the anxiety of Buonaparté, for "ships, colonies, and commerce," he has had the severe mortification of witnessing the annihilation of a great part of his marine force; of seeing his feeble relics of commerce almost entirely swept from the seas; and of beholding the Cape of Good Hope, and Buenos Ayres, two of the most valuable settlements in the world, wrested from the hands of his vassal allies. His maritime boastings must be confined to the predatory expedition of Guillaumez, an expedition unworthy of that officer's force, and to the "*lucky escape*" of his hopeful brother, *Prince* Jerome, "*par accident*," from falling into the hands of the English*. The name of Nelson, of Collingwood, of Strachan, of Duckworth, and of Popham, must be more galling to the ear of Buonaparté, than that of Mortimer was to King Henry. Ulm and Austerlitz will be found wanting, in the scale against Trafalgar, the Cape, and Buenos Ayres!

* Brother Jerome's ship, the Veteran, was chased by the Gibraltar; but, unfortunately, as the latter had almost come up with her chase, one of her masts was carried away, which afforded the Veteran an opportunity of escaping. The chagrin experienced by the officers of the Gibraltar, on this occasion, may be more easily conceived than described.

When any great event has been accomplished, public curiosity is awakened, and every one is anxious to learn the particulars of the lives and exploits of those who were concerned in its accomplishment. On this account, the present memoir of Sir Home Popham, who has acted so conspicuous a part in the captures of the Cape of Good Hope and Buenos Ayres, will be an object of considerable interest. Indeed, the various services on which Sir Home had previously been employed, were such as entitled him, long since, to a niche in our temple of British Naval Worthies; but, for reasons which it is here unnecessary to assign, we have not hitherto paid him the tribute which is due to his exalted merit.

Sir Home Popham has more than *professional* claims to the appellation of gentleman; for, to the skill and experience of the seaman, he unites the knowledge and accomplishments of the man of letters.

In the work entitled "PUBLIC CHARACTERS," to which we shall feel indebted for some of the succeeding statements, we are told that Sir Home Popham was born in Ireland, about the year 1762 *; but we have been informed, from superior authority, that he was born at Tetuan, on the coast of Morocco, at which port his father was Consul.

Sir Home's father, we believe, was twice married. His mother, who unfortunately died in childbirth with him †, had a very numerous progeny, of whom he was the one-and-twentieth child! Of this number, Sir Home, and his eldest brother, General Popham ‡, are all who survive.

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* Sir Home was forty-four years of age on the 12th of October, 1806.

† Mrs. Popham's death, if we are correctly informed, was occasioned by the circumstance of Admiral Gell's firing a salute, at a period when the enemy was expected: the consequence was, that she died before Sir Home was in the world.

‡ This gentleman entered into the military service of the East India Company; in which, after long and meritorious exertions, he obtained the rank of a general officer. While holding the rank of Major, on the Bengal establishment, he distinguished himself by the following gallant exploit:—Having learned that the dominions of the Rannah, or Queen, of Ghod, were invaded by the Mahrattas, he marched to her relief, drove the enemy before him, and surprised the strong fort of Gwalior, until then deemed impregnable.

To his second brother, the late Mr. Stephen Popham, of Madras, a man of great talent in the law, was the subject of this memoir indebted for his education. When very young, he was sent to Westminster school; and, at the early age of thirteen, on account of the extraordinary progress which he had made in his studies, a progress far beyond his years, he was readily admitted into the University of Cambridge.

Mr. Popham had made one or two short trips to sea; but did not finally embrace the naval service, until after he had been twelve months at Cambridge. He commenced his career, as a seaman, under the auspices of the late Commodore Thompson*, who acted the part of father, of instructor, and of protector, to his boyish years. As the *elève* of such an officer, we are by no means surprised at the figure which he has since made.

We lament, that at the present moment we cannot furnish our readers with any information as to the precise service in which Mr. Popham was engaged with Commodore Thompson; but, from a comparison of dates, we have reason to believe, that he was first employed on the home station; and that, on the 13th of June, 1778, in the defeat of Langara's squadron, he was in the Hyæna, a repeating frigate †. We are inclined to believe, that Mr. Popham remained with Commodore Thompson until the beginning of 1782, when the Hyæna was paid off ‡; particularly as we know that he was brought up with Sir Thomas Boulden Thompson, the present Comptroller of the Navy, and nephew of the Commodore, who distinguished himself last war, at the battle of the Nile, in the subsequent defence of the Leander, and at the victory of Copenhagen, where he lost a leg in the service of his country §.—On these points we expect, at a future period, to be enabled to lay some particulars before our readers.

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* For an account of the life and writings of this respected officer, *vide* NAVAL CHRONICLE, Vol. VI, page 437, *et seq.*; and Vol. VII, page 93, *et seq.*

† *Vide* NAVAL CHRONICLE, Vol. VI, page 455 and 456.

‡ After bringing home the accounts of the victory over the Spanish Admiral, Langara, the Hyæna proceeded to the West Indies, and assisted in taking possession of Demerara, in 1781.

§ *Vide* NAVAL CHRONICLE, Vol. XIV, page 1, *et seq.*

Towards the close of the American war, Mr. Popham attained the rank of Lieutenant; but, in consequence of the peace which ensued, he was left without employment, without a fortune, and without a profession by which it was likely to acquire one.

Under such circumstances, it was perfectly natural that his attention should be directed towards the East, where his eldest brother had already distinguished himself. "He accordingly," says his former biographer*, "repaired thither, visited most parts of India, and, having evinced a genius for nautical topography, was appointed, at the special recommendation of Lord Cornwallis, one of a committee sent in 1788 to survey New Harbour, in the river Hoogly, which had been represented by Mr. Lacam as a proper place for a dock-yard."

This may not be an improper place to observe, that Sir Home Popham is universally considered as one of the first marine surveyors in the kingdom.

From the source already quoted we learn, that in 1791 Lieutenant Popham commanded a country ship, in India; and that, "being bound from Bengal to Bombay in 1791, during a very tempestuous monsoon, he was obliged to bear up for the Straits of Malacca, and anchor at Pulo Penang, now called Prince of Wales Island. This event led to the discovery and survey of the southern passage, or outlet, which induced him to think that the great *desideratum* of a marine yard might be effectually obtained there.—In 1791, a chart was accordingly engraved and published, with the leave of the government, and at the sole expense of a public-spirited individual (Anthony Lambert, Esq.) then Sheriff of Calcutta, impelled by no other view than the good of the service."

In a letter upon this subject, dated Calcutta, December 29, 1791, Sir Home Popham says:—

I feel it incumbent on me, to relate the particular circumstances which led to the ascertaining the South Channel, and the publication of the chart.

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* *Vide* PUBLIC CHARACTERS, for 1806.

Soon after my arrival at Prince of Wales Island, I observed the difficulty that ships had in working round the north end of the island, as the strong N.W. winds were then setting in. I found, on inquiry, that it had not been determined whether there was a safe channel to the eastward of Pulo Jeraja, and I offered my service to Mr. Light (the Governor) for this purpose. The handsome manner in which he accepted it claims my grateful thanks; and the ready assistance he gave me on this occasion contributed to my ultimate success, and demonstrated his ardent wish to promote the welfare of the rising colony over which he presides.

The friendly communication which this gentleman made to the Right Honourable the Governor-General in council here, has another claim to my acknowledgments, as it has procured me testimonies of approbation far transcending the humble portion of my endeavours, and which are so flattering, as to exact from me the most ready obedience to his orders, whenever, on any future occasion, he may do me the honour to conceive that my slender professional acquirements can anywise tend to promote the public service.

The "friendly communication," mentioned by Lieutenant Popham, obtained him a letter of thanks from the government, for a measure, which, it was said, "was likely to prove beneficial to the commerce of the Company, by removing the objections which precluded the commanders of their ships from touching at Prince of Wales Island late in the season, when the strong winds from the north and north-west occasioned a delay of several days in working round the north end of the island to go to the southward; and it will also," it was added, "encourage ships to touch at the island on their return from China, which few were able to accomplish before the southern channel was ascertained."

The "letter of thanks" was not the only compensation which Lieutenant Popham received for this service; as "a piece of plate was at the same time presented him in the name of the Governor-General in Council, with a suitable inscription. The Court of Directors, on receiving the intelligence, also recommended him in very strong terms to the Lords Commissioners of the Admiralty."

Lieutenant Popham's survey of the South Channel appears to have afforded him employment for some time. "The Company's ship, the Lord Macartney," says the writer from whom we have been quoting, "as well as the Hampshire, the Bridgewater, and the Carron, the last of which was piloted by the discoverer, were all enabled to save considerable time through his means; and several Commanders, viz. the Captains Lawrie, Reid, and M'Intosh, in a letter dated from Canton, November 13, 1792, signified their wish to present him with a piece of plate in their own names, and those of others sailing from Bombay, 'being highly sensible of the advantage they may derive from the southern channel leading from Prince of Wales Island to sea, which you have now fully established,' say they, 'by carrying through all the Honourable Company's ships of this season, and most of them with a working wind.' Beacons were first placed for the direction of mariners; and buoys, nine feet by six, afterwards stationed for this purpose."

Hitherto Lieutenant Popham seems to have been extremely fortunate. He had acted, for some years, as a free trader, in the East, when he was appointed to the command of the Etrusco, an Imperial East Indiaman. This vessel, on returning from Bengal to Ostend, was seized and made prize of by an English frigate, a considerable portion of the property on board being supposed to belong to British subjects. Her Commander was a considerable loser upon this occasion; but, perhaps, to an event so apparently unfortunate, is he indebted for his subsequent advancement and success in the regular service of his country.

With a mind ever active, and alive to the interests of Britain, it was impossible for Mr. Popham to regard, with indifference, the horrors of the French revolution, which were then displaying themselves in Holland and Flanders. When speaking of Sir Home, in our memoir of the late Commodore Thompson*, we had occasion to observe, that, "in the early part of the war he was attached, with a party of seamen under his orders, to the

* *Vide* Naval Chronicle, Vol. VI, p. 457.

army commanded by His Royal Highness the Duke of York, in Flanders and Holland, where he greatly distinguished himself on many and various services, and gave the first proof of what may be expected from naval officers of science, even on shore. It was a new kind of service to a seaman, and he had often to create the means of acting, yet he evinced a promptitude of decision, and rapidity of execution, on trying occasions, that gained him great applause from the veterans of the army, and by which he acquired the esteem and patronage of the Prince under whom he served: for his gallant conduct at this period, he was, by the recommendation of His Royal Highness and the General Officers, promoted to the rank of Post Captain."

The first service on which Mr. Popham was employed, under the Duke of York, was, if we are correctly informed, to assist in the defence of Nieuport, against the French. In an early part of our CHRONICLE*, we have given an outline of his plan, for raising and organising the Sea Fencibles, which has since been carried into execution with much effect. This plan originated at the time to which we are immediately alluding, about the month of November, 1793. At that time he conceived the idea of arming the fishermen of Flanders in defence of their own towns; and, having received orders for that purpose from His Royal Highness the Duke of York, through Sir James Murray Pulteney, then Adjutant-General, he formed a body of them into a regular corps for the defence of Nieuport. He was entrusted with the command of them himself; and to their utility, Sir Charles (now Earl) Grey, and other officers, bore the most ample testimony †.

In the month of November, 1794, the late General Pichegru having captured Sluys, Crevecœur, Venloo, and Maestricht, advanced with a powerful army, and laid siege to Nimeguen. "Here he experienced considerable resistance; for this city was not only defended by a numerous garrison, but the Duke of

* Vol. I, page 480, *et seq.*

† This band of fishermen was afterwards commanded by Captain Wiltshire Wilson, of the Royal Artillery, who spoke of their services in the handsomest terms.

York was enabled at any time to throw in supplies from his camp at Arnheim. As it appeared evident that the place could not be taken until all intercourse with the English troops was cut off, two strong batteries were immediately erected on the right and left of the line of defence, and these were so effectually served by the enemy's artillerists, that they at length destroyed one of the boats that supported the bridge of communication. In consequence of this, the place must have surrendered immediately, had it not been for the exertions of Lieutenant Popham, who, having repaired thither from Ostend, immediately repaired the damage, and thus for a while protracted the fate of the town."

It was, we believe, for this particular service, that, on the 4th of April, 1795, Mr. Popham was promoted to the rank of Post Captain.

In the course of the same year we find him acting in the capacity of naval agent for the English army on the Continent; and it was under his immediate inspection, that the British troops, which had been serving in Holland, were embarked, and escorted to England by the Dædalus and Amphion frigates.

Captain Popham's attention appears to have been closely occupied on the possibility of an invasion of this country by the French, and on the means of successfully resisting such an attempt. His sentiments on these subjects having been detailed, in letters to officers and men of considerable rank *, his plan † for organizing a corps of Sea Fencibles was considered; and, having been approved by government, was carried into effect in the spring of 1798. It will be recollected that, agreeably to the regulations adopted, the English coast was divided into districts, over each of which, a Post Captain, with a certain number of Commanders and Lieutenants, was appointed. The men of whom the Sea Fencibles were composed, received protections from the impress, on the conditions, that, in garrisons and land

* *Vide* NAVAL CHRONICLE, Vol. I, p. 485; and Vol. II, p. 52, *et seq.*
† *Vide* NAVAL CHRONICLE, Vol. I, page 480, *et seq.*

batteries, they should learn to exercise the great guns; and that, where those did not exist, they should be exercised in the use of the pike, so as to be able to oppose an invading enemy, either afloat or on shore.—Captain Popham, as a reward for his industry and attention, was appointed to command that company of the Fencibles which occupied the district from Beachy Head to Deal, inclusive; an appointment which he held till the year 1800.

By referring to *The* NAVAL CHRONICLE (Vol. II, p. 55,) it will be seen, that, while holding this command, Captain Popham's head quarters were established at Dover; that he procured a row-galley to be built at that port; and that, at his instance, the Admiralty applied to the Treasury, to order three smuggling vessels lately taken by the Custom-House cutters, to be delivered over to him for the purpose of being lengthened and fitted as galleys, with the view of preventing the French row-boats either from reconnoitring the coast, or annoying our trade. The whole of Captain Popham's conduct, on this station, evinced the greatest activity and the most laudable exertion.

We must now revert to the early part of 1798; at which period government, having received intelligence that the enemy had collected a great number of gun-boats, and transport schuyts, at Flushing, with the view of sending them to Dunkirk and Ostend, by the Bruges canal, formed a plan for destroying the bason gates and sluices. From his intimate acquaintance with the topography of maritime Flanders, where he had for some time resided, and from his well-established reputation for enterprise, Captain Popham was fixed upon for conducting the expedition. Accordingly, the following squadron was ordered to assemble at Margate, and there to take on board a body of about 2000 troops, under the orders of Major-General Coote:—

Ships.	*Guns.*	*Commanders.*
Expedition	26	Captain H. R. Popham
Circe	28	——— R. Winthorpe
Vestal..............	28	——— Charles White

Ships.	*Guns.*	*Commanders.*
Ariadne	20	Captain J. Bradby
Champion	20	——— H. Raper
Hebe	14	——— W. Brichall
Minerva	14	——— J. Mackeller
Druid	12	——— C. Apthorpe
Harpy brig..........	16	——— H. Bazeley
Savage	16	——— N. Thompson
Dart	16	——— R. Ragget
Kite brig	16	——— W. Brown
Tartarus bomb-ketch..	8	——— T. Hand
Hecla ......do......	8	——— J. Oughton
Wolverene, gun-vessel.	16	——— L. M. Mortlock
Blazer, ...do......	12	——— D. Burgess
Tarrier, ...do......		——— T. Lewen
Vesuve, ...do......	4	——— W. Elliot
Craish, ...do......	12	——— B. M. Praed
Boxer, ...do......	12	——— T. Gilbert
Aurte, ...do......	12	——— J. Sewer
Asp, ...do......	12	——— J. Edmonds
Furnace,....do.	12	——— M. W. Suckling
Vigilant,....do.		
Biter, ...do......	12	J. D. De Vitré.

This flotilla having been completed, it sailed from the coast of Kent on the 14th of May, but did not appear off Ostend until the morning of the 19th, at which time it cast anchor. The wind soon after shifted to the west, and became so boisterous that Captain Popham and the General entered into a consultation upon the propriety of standing out to sea, and deferring the debarkation till a more favourable opportunity. At this moment, a vessel was brought alongside of Captain Popham, which had been cut out from the Lighthouse battery by the Vigilant; the report from which was, that the force in the garrisons of Ostend, Nieuport, and Bruges, was but slight. On the receipt of this intelligence General Coote proposed to land immediately, even if the surf, which broke with much violence on the shore, should make his retreat doubtful. To this spirited proposal, Captain Popham acceded, and instantly ordered the troops to be landed, without waiting for the regular

order of debarkation. Such was the alacrity displayed upon this occasion, that many of them actually reached the shore, under protection of the gun-boats, before they were discovered. It was one o'clock in the morning when the squadron first came to an anchor; by four, a considerable number of the troops was landed; and it was not until a quarter past, that the enemy's batteries opened on the ships. Their fire was immediately returned, in a most spirited manner, by Captain Mortlock of the Wolverene, Lieutenant Edmonds of the Asp, and Lieutenant Norman of the Biter. From the precision with which the Hecla and Tartarus bombs threw their shells, the town was several times on fire, and the ships in the bason were much damaged. As a feint to cover the operations of bringing up the materials, and of destroying the sluices, a summons was sent to the Commandant of Ostend to surrender the town and its dependencies to His Majesty's forces; to which he returned an answer, that the council of war had unanimously resolved not to surrender the place, until they should have been buried under its ruins.

At length, by five o'clock, the whole of the troops were landed, together with a body of sailors, and all the necessary implements for destroying the sluices, covered by the gun-boats.

The fire from the batteries having much damaged the vessels opposed to them, Captain Popham called them off, and directed the Dart, Harpy, and Biter, to take their stations; but, it being low water, they were incapable of getting sufficiently near to produce much effect. At half-past nine, the Minerva transport, which had parted company, joined; but, from the circumstance of the surf running very high, it was impossible for the troops which she had on board to participate in the military operations.

The party which had landed marched directly to the sluice-gates; and, at twenty minutes past ten, a great explosion was seen, which indicated their destruction.

The canal, which it was the object of the assailants to destroy, was a grand national work, which had cost the States of Bruges

an immense sum of money, and had taken the labour of five years to complete. The sluice-gates were indeed demolished, and several boats were burnt, but the explosion failed in its intended extent. That failure, however, was by no means attributable to Captain Popham. His activity and skill, throughout the affair, reflected on him the highest credit.

The author of the *History of the late War*, in his account of this expedition, states, that "after having thus, as was supposed, rendered the canal of Bruges unserviceable, and prevented, for a time at least, the conveyance of naval or military stores, the Commander in Chief attempted about noon to retreat on board the shipping; but he soon discovered that the wind was so high, and the surf so much increased, that this operation became impracticable. Upon this it was deemed proper to occupy a position upon the sand-hills at a distance from the beach, and, by way of gaining time, the Governor of Ostend was summoned (again) to surrender; but this fate was unhappily reserved for the invaders themselves, as that officer found means in the course of the night to assemble a great force, with which he hemmed in the English early in the morning; and all resistance being in vain, they surrendered after a gallant defence, in the course of which Major-General Coote was wounded.—Captain Popham," it is added, "endeavoured without effect to obtain an exchange of prisoners; and it appears at first to have been the intention of the French government to oblige the troops to labour at the reparation of the works they had demolished: but it was soon found, on inspection, that the damage was but trifling, every thing being restored to its former state in the course of a few weeks*."

When, in 1799, a treaty had been entered into between Great

* The loss sustained in this expedition amounted to two Midshipmen and eleven seamen killed; three wounded, doing duty on shore: on board the Wolverene, one seaman killed, and ten wounded. 23d Regiment—one killed and five wounded. On board the Asp, one seaman killed, and Lieutenant Edmonds wounded. In the army, about 60 were killed and wounded. The number taken prisoners, exclusive of Captain M'Kellar and some seamen belonging to the Navy, amounted to 58 officers, 77 non-commissioned officers, and 999 rank and file.

Britain and Russia, by which the latter was to furnish a certain number of ships and men, for the projected expedition against Holland, Captain Popham was sent to Cronstadt, in the Nile lugger, in the capacity of a British Commissary, to superintend and facilitate the embarkation of the Russian troops.

The Emperor Paul having expressed a wish, that the Nile lugger should be brought up close to the palace of Peterhoff, for his own immediate inspection, Captain Popham repaired thither, and was almost immediately honoured with an imperial visit. The satisfaction which the Emperor felt at his reception, and at the manœuvring of the lugger, in which he enjoyed a fine sail, induced him to repeat his visit on the following day, accompanied by the Empress, the Princes and Princesses, and a large retinue. On the first occasion, it may be presumed that Captain Popham was fully prepared to receive his royal guest, and that he was enabled to treat him accordingly; but, on the second visit, the imperial party's entertainment consisted only of a sail, some ship beef and biscuit, and *God save the King!* sung by British tars! They seemed much delighted with their day's amusement; and, in all probability, the Emperor Paul, while hauling the ropes of "his good brother and ally, the King of England," fancied himself a second Peter the Great*!

The satisfaction which Captain Popham afforded to their Imperial Majesties was not rewarded with empty compliments. Amongst other distinguishing marks of royal favour, the Emperor, in person, presented him with a very elegant gold snuff-box, set with diamonds, and a large picture of the donor. The Empress also sent him a diamond ring of considerable value.

About this time, the Emperor Paul had assumed the title of Grand Master of the Order of St. John of Jerusalem; which enabled him, as a mark of his particular esteem, to confer upon Captain Popham the cross of Malta. This honour was afterwards confirmed to him by His Britannic Majesty †.

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* For an account of these Imperial visits, *vide* NAVAL CHRONICLE, Vol. II, page 262.

† *Vide* NAVAL CHRONICLE, Vol. II, page 447.

After visiting several of the Russian ports, and travelling six hundred miles within the polar circle, upon a secret mission of importance, Sir Home took leave of their Imperial Majesties, in order to return to England; where, after a boisterous passage, he safely arrived.

Worn out by incessant fatigue, and assailed by illness, he sought a short repose in his domestic residence at Weybridge, whither he retired; but, no sooner had returning health invigorated his frame, than he engaged, with renewed ardour, in the active service of his country. In the same winter (1799) he went over to Holland; and, when the Duke of York took the command, and advanced into the country, he had the good fortune of rendering great and essential service to the combined English and Russian army. Jointly with Captain Godfrey, of the Navy, Sir Home was entrusted with the command of three gun-boats, on the canal of Alkmaar. By the skilful management of this little flotilla, the flanks of the British were protected, and the advancing columns of the Gallo-Batavian army so much annoyed, that, in his public dispatches, the Duke of York expressed himself highly indebted to Sir Home Popham and Captain Godfrey, for their assistance.

Sir Home Popham's numerous services had now become so conspicuous, that some pecuniary reward from government was deemed requisite; and accordingly, on the 26th of December, 1799, he had an annual pension of 500*l*. settled upon him.

In the course of the year 1800, he was employed in the equipment of an important expedition; and, on the 5th of December, in that year, he sailed for the East Indies with the following squadron:—

Ships.	*Guns.*	*Commanders.*
Romney	50	Captain Sir H. R. Popham
Sensible	36	——— R. Sause
Sheerness (armée en flute)	44	——— J. S. Carden
Wilhelmina (do.)	44	——— J. Lind.

One of the immediate objects of this expedition, was to convey a detachment of troops from the Cape of Good Hope up the Red Sea. "As it had been determined by the English

cabinet," says Sir Home Popham's biographer, in *Public Characters*, "to drive the French from Egypt, it was wisely resolved at the same time to make use of all the resources presented by our foreign dominions, on purpose to give every possible assistance to Sir Ralph Abercrombie, in an attempt at once so perilous and important. Asia accordingly poured forth her motley-coloured inhabitants, while a detachment of twelve hundred men were ordered from the Cape of Good Hope, which had been recently wrested from the Dutch.—On Sir Home's arrival at the latter place, the necessary preparations were made for the embarkation of the troops; and he sailed from thence on the 28th of February 1801, having on board the two flank companies and one battalion of the 61st, the dismounted troopers of the 8th regiment of cavalry, together with a detachment of artillery; the remainder of the forces having been prevented from accompanying him by the prevalence of an infectious disorder."

We are told, in the publication just quoted, "that no ship had ever been better fitted out than the Romney, in respect to every thing that could either facilitate the voyage, or prevent any possibility of mistake in regard to the reckoning." At present, we shall not stop to inquire into this point, as a fuller statement of the case will hereafter appear.—We are farther informed, that, "the chronometers* and other instruments cost the Commodore more than twelve hundred pounds. All the Lieutenants and Midshipmen were obliged to furnish themselves with quadrants provided with glasses, for the express purpose of taking the altitude of the stars: and perhaps it is not too much to say, that so many latitudes were never before taken on board of any one ship, even including those of our modern circumnavigators. In addition to this, the Commodore took with him a draftsman, at his own expense, to whom he himself taught hydrography in his passage out, and by whose assistance he completed charts of the Red Sea, whither he was now bound."

* For some interesting and scientific remarks on these chronometers, by an officer in Sir Home Popham's squadron, the reader is referred to *The Naval Chronicle*, Vol. X, page 202.

The subjoined account of the subsequent proceedings of Sir Home Popham, until his return to England in 1803, is copied *verbatim* from the *Public Characters*:—

On the 7th of May, this little squadron, after a very dilatory passage, had reached Mocha; and on its arrival at Juddah, the Commodore was happy to find the division of troops from India under the command of General Baird there. As it was of the utmost importance that this officer should arrive as soon as possible at the place of his destination, he was accordingly prevailed upon to accept of the accommodation of the Romney for himself and staff.

On the 7th of June, having reached Cosier, measures were immediately taken for disembarking the troops and stores. After this, the subject of the present memoir, at the express instance of the Commander in Chief of the Indian army, intended to have accompanied the detachment across the Desert with a body of seamen, and even to have marched as far as Cairo; but he was prevented by orders from Admiral Blanket. He however proved eminently serviceable, by supplying small casks for the carriage of the water, in lieu of the mussacks which had been sent from India, and were now found defective. He also appears to have attended to the interests both of the Government and of the India Company, by a reduction of the enormous expense of tonnage, in respect to such vessels as had become unnecessary.

General Baird having marched for the Nile on the 30th of June, the Commodore left Cosier on the 2d of July, and visited Juddah and Mocha; and as the Secret Committee of the East India Company, at the request of Mr. Dundas, who then presided at the Board of Controul, had invested him with a political appointment, in order to enable him to treat with the Arabian Princes, he entered into a correspondence with the Sheriffe of Mecca, and several of the country powers; while Mirza Mehendy Ally Khawn, the native political resident from the Bombay government at Juddah, proposed to dethrone His Holiness, under pretence of being an usurper.

Soon after this, instead of repairing to Bombay for stores and provisions, Captain Sir Home Popham deemed it more eligible to proceed to Calcutta, in order to have an interview with the Governor-General in person; which was afterwards converted into a charge against him. Accordingly, after a passage of seventeen days from the Red Sea, the Romney arrived in Balasore Roads, and proceeded to Mayapore, where his ship was refitted.

In consequence of an invitation from the Governor-General, (the Marquis Wellesley,) he immediately visited him at Calcutta, at his special request afterwards accompanied his Lordship to Oude, and in the course of the journey pointed out, both in conversation and by memorials, the advantages that would accrue from a commercial intercourse between India and Arabia; which, among other advantages, would ensure such a connexion with the coffee country, as promised an absolute monopoly of that article.

On the other hand, His Excellency had planned an expedition in the nature of a *coup de main*, which was to be undertaken by the troops about to be embarked in the Red Sea. Of this, as well as the arrangement of every thing relative to the transports and supplies for the army in Egypt, the whole direction was to have been conferred on Sir Home; but in consequence of the intervention of some unexpected occurrences, the orders for this purpose were countermanded. This was announced to him in a very handsome letter, dated Burhampore, September 1, 1801; in which the Governor-General, after stating his reasons for abandoning the enterprise, expresses himself as follows:—

"I cannot however relinquish the armament which I had proposed to equip under your directions, and with your assistance, without assuring you of the high sense which I retain of the zeal, talents, and knowledge, which you manifested in the communications which have passed between us, and of the confidence which I should have reposed in the success of an operation conducted by an officer of such acknowledged enterprise and skill. I shall take an early occasion to record these sentiments, for the information of the Court of Directors, and to submit them to His Majesty's ministers, with whom I correspond officially on all subjects of military detail.

"With respect to your political mission to the Arab States, I shall immediately transmit a letter to you through the political department. I have directed the necessary orders to be sent to Fort William for providing you with tents and equipage for your journey from Mocha to Sennah. Under all the circumstances of the present crisis, it appears to me that your most advisable course would be to return to the Red Sea as soon as the season will admit.

"Notwithstanding that the result of your proceeding to this port does not now appear likely to be precisely answerable to your expectations of actual service, or to my wish of availing myself of your exertions against Batavia, I must repeat my most

sincere thanks to you for having with so much promptitude taken a measure which has enabled me to obtain a more accurate view of the state of our army in Egypt, as well as of the affairs of Arabia, than I could possibly have acquired in any other mode. You may be assured," added his Lordship, "that I shall offer to you the tribute of my public acknowledgment of the judgment, alacrity, and zeal for the service, which dictated a proceeding not only expedient under any circumstances, but highly proper and prudent in the crisis which existed at the time of your departure from the Red Sea."

On the 14th of November, 1801, Sir Home accordingly repaired on board the Romney, with an intention of proceeding to the Red Sea immediately; but he was called back by an express from the Vice-President in Council, in consequence of a dispatch from England, intimating a strong suspicion that the French had sent an expedition against the Portuguese settlement of Macao, with a view of intercepting the ships employed in the China trade.

The Commodore immediately suggested the necessity of sending an engineer thither. The works were supposed to be out of repair; and as some difficulty existed relating to the convoy of the transports, with a body of troops for its defence, he offered his services on this occasion, and also insisted on the propriety of attempting to gain possession of the Mauritius.

The necessary dispositions for the former measure were accordingly made; but having arrived at Prince of Wales Island on the 20th of December 1802, he there found Admiral Rainier, who directed the Arrogant and the Orpheus to proceed to Macao with the Indiamen; and as his squadron was scantily supplied at that moment, part of the Romney's provisions and stores were taken out to enable the ships to perform this service.

On the 7th of January 1803, we find the Commodore in Madras Roads, whence he sailed once more for the Red Sea, and in the month of March anchored in the harbour of Suez. From this port he proposed to have gone to Alexandria, for the express purpose of conferring with General Baird relative to the embarkation of the troops, and other subjects of importance, but was prevented by the appearance of the plague in that city. On this, with a view of preventing any bad effects to the shipping in case it should reach Suez, measures were taken to remove the vessels from the roads, and to cut off all communication with the shore. In order to impress the Commanders of such as had been chartered with the necessity of the strictest attention, notice was given in general

orders, that any ship catching the infection should be burnt; and if this event proved to have arisen from negligence, the loss was to fall on the owners. All unnecessary communication with the Arabs was at the same time interdicted; the very sheep were shorn and washed on shore before they were suffered to be brought on board; while orders were given that even the poultry should be kept a certain time after it had been brought from any of the villages, before it was permitted to be embarked. These precautions, in addition to fumigation, and the appointment of a committee of health, no doubt proved eminently serviceable.

Having been nominated Ambassador to the States of Arabia by the Governor-General, the Commodore now entered into a regular correspondence with Houszer Mehmet Pacha, Vizier of three tails, Viceroy of Egitto, then residing at Grand Cairo, respecting an interchange of commodities with the Company's settlements in Asia, across the Desert, on paying certain stipulated duties; but when he addressed himself to the Sheriffe, who had just poisoned the Turkish Pacha at Mecca on his second visit to him, he was informed by his Vizier that an interview could not take place; and that if he had any thing to communicate, he might write to him at Taaf, a district famous for its gardens, "as His Holiness was there eating fruit, and it was too much trouble to come to Juddah." It appears that this Prince, who united both a religious and civil character in his own person, was greatly attached to the French, and considered all those who were attentive to the English as the "slaves of the hogs."

Soon after this Sir Home dispatched Mr. Elliot, Secretary to the Embassy, together with Dr. Pringle and Lieutenant Lamb, on a mission to the Imaum at Sunna, with a proper escort; while the Sultan of Aden deputed his son to wait on the Commodore at Mocha, and press an establishment in his dominions.

About this time also he himself accepted the invitation to the Pacha of Egypt to visit Cairo, on which occasion His Highness sent an officer of his household, with a troop of dromedaries and many led horses, to Suez; and they agreed to terms highly favourable to the British nation, respecting the *tariff* of customs to be paid in the dominions of the Sublime Porte on the coasts of the Red Sea, so as, among other advantages, to secure a complete monopoly of the coffee trade. He also with the same views made a journey to Tais, in the course of which he appears to have experienced many indignities, and was exposed to considerable

danger*, in consequence of the perfidy of the natives, particularly of the Dola of Mocha, who afterwards attempted to apologize for his conduct.

In the mean time preparations were made for re-embarking the Company's troops; which being at length happily effected, Commodore Popham sailed for England, with the full approbation of the Governor-General of Bengal, one instance only excepted, relative to the political mission to the Arab States†.

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* The embassy was detained at Kerrah four days, and at last purchased permission to proceed on its return to Mocha. At Orash, which is in the district of the Dola of Mocha, and the country contiguous to it, the Ambassador and his suite received insults still more gross; one of the Shieks levelled his piece twice at the Ambassador within ten yards, and declared he would shoot him, because he had no money about him to give by way of present: at Orash too a party seized on the dromedary of one of his suite, struck him, took away his sword, and tore his coat (the uniform of His Majesty) from his back.

† *To the Honourable the Court of Directors for the Affairs of the United Company of Merchants of England, trading to the East Indies.*

"HONOURABLE SIRS, "*Fort William, February* 28, 1803.

"Captain Sir Home Popham having proceeded on his return to Europe, the Governor-General in Council considers it to be his duty to take this occasion to express to your Honourable Court the high sense which the Governor-General in Council entertains of the eminent spirit of zeal and alacrity manifested by Sir Home Popham in promoting the interests of the Honourable Company to the extent of his power, on all occasions where his public service could be beneficially employed in facilitating the views and measures of the British Government in India.

The Governor-General in Council has great satisfaction in acknowledging to your Honourable Court, that the public service in India has derived material benefit and assistance from the active and able exertions of Sir Home Popham, on various important occasions.

The zeal and alacrity manifested by Sir Home Popham in promoting the arrangements for the conveyance of the troops, dispatched under the orders of the Governor-General in Council, for the eventual protection of the Portuguese establishments in Macao, merit the particular thanks and acknowledgments of the Governor-General in Council.

The exertions of Sir Home Popham in facilitating the return of the troops employed in the expedition to Egypt, under the authority vested in him by this government, have afforded an additional example of that officer's distinguished professional talents and public spirit.

The conduct of Sir Home Popham, during his political mission to the Arab States, furnishes equal proofs of ability, industry, and attachment to the public service; and although the Governor-General in Council deemed it to be his duty to express his dissent from the policy of Sir Home Popham's proceedings in Egypt and other places, on the grounds stated in the dispatches from His Excellency to that officer, His Excellency highly approves the general tenor of Sir Home Popham's conduct on the coasts of Arabia and of the Red Sea.

To many of our readers, it will be obvious that the preceding extract is compiled chiefly from Sir Home Popham's "*Concise Statement of Facts*," which, as it was only privately circulated, has not fallen under our immediate inspection.

It is our particular wish to present the public with as explicit an account of the subsequent proceedings respecting the subject of this memoir, as our limits will permit; but as, at the same time, we are anxious to avoid every thing that might wear the semblance of partiality, or personality, the statement shall be given, as much as is consistent with propriety, in the words of other writers, and from official documents.—

On his (Sir Home Popham's) arrival early in 1803, (says the author of his life in *Public Characters*,) he found a new ministry and a new Board of Admiralty; while, in consequence of the prospect of a new war, the Romney was detained some time in the Downs on the impress service, after which she proceeded to Sheerness, where the crew was employed in fitting out ships newly commissioned.

Soon after this her Captain received a note from Commissioner Hope, desiring him to call at his house, where he found Sir William Rule, Surveyor of the Navy, who appeared to have travelled to Chatham during the preceding night. These gentlemen immediately showed him a warrant under Admiralty orders, commanding them to proceed on board the Romney, and, after examining into her state, as well as into the repairs done, to make a variety of other inquiries.

The result of these inquiries, which necessarily occupied a considerable portion of time, was, that a Report was laid before the Admiralty Board, from the Commissioners of the Navy Board, relative to what were considered as the enormous

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Under these impressions, the Governor-General in Council considers it to be his duty to recommend the services and the active exertions of Sir Home Popham in India to the distinguished notice and favour of your Honourable Court.

"We have the honour to be, Honourable Sirs,

"Your most faithful humble servants,

"WELLESLEY,

"G. H. BARLOW,

"G. UDNEY."

charges made by Sir Home Popham, for the repairs of those ships, (particularly of the Romney,) which had been under his command in the Indian Seas.

In the interim, Sir Home Popham, who had been absent from England during the general election of 1802, became desirous of a seat in Parliament, and was at length returned for the borough of Yarmouth, in the Isle of Wight.

His political principles, we believe, had been in constant uniformity with those of the Pitt administration. That the great head of that administration, when out of office, should receive the cordial support of his former friends, was perfectly natural and just. We by no means infer from this, that the parliamentary conduct of Sir Home Popham was, in the slightest degree, influenced by party sentiment: on the contrary, the whole tenor of his life has been marked by an independence and patriotism of spirit, in the highest degree honourable. However, when the official account of the Navy was laid before Parliament, by that ministry which succeeded Mr. Pitt's, Sir Home attacked it with considerable severity; and, as it had been drawn up in a somewhat hasty manner, he had but little difficulty in pointing out some erroneous statements which it contained.

The Commissioners' Report, respecting Sir Home Popham, had now become the subject of general conversation; and, as much party feeling had been displayed on the occasion, the public opinion was considerably divided, as to the innocence or culpability of the parties concerned.

Fortunately for Sir Home Popham, though we believe the circumstance was not intended to operate in his favour, a member of the House of Commons* gave notice of his intention to move for a Committee, to inquire into the charges which had been adduced against him, in the Report from the Navy Board. Accordingly, on the 7th of May, 1805, a variety of documents having been previously laid before the House, a motion to the

* The present Lord Kinnaird, then M.P. for Leominster, in the county of Hereford.

above effect was made*. On this occasion, Sir Home Popham observed, that if the House were perfectly satisfied, that no stigma as yet rested upon his conduct, he should have no objection to a Committee being appointed, otherwise he should oppose it. He complained of having been refused an interview with the First Lord of the Admiralty, and of a scurrilous pamphlet having been circulated against him. A Court Martial, he contended, would be the most proper mode of proceeding against him. After touching on a variety of other points, he concluded by observing, that he felt great pride in considering what was likely to be the result of an investigation.—Mr. Pitt, who had then resumed his office as Chancellor of the Exchequer, moved, as an amendment to Mr. Kinnaird's motion:—"That the Commissioners should examine the matters of the repairs of the Romney and Sensible, and the proceedings of the Admiralty and Navy Boards, and Commission of Naval Inquiry, thereon; and also to inquire into the circumstances of the unauthorized publication of February 20, 1804; the loss of the vouchers; and the circumstances of impressing Mr. Ewan Bartholomew; and report to the House, with such observations as arise to them from the consideration of the whole."

Mr. Pitt's amendment having been agreed to, a Committee was appointed accordingly; which, after thoroughly investigating the case, made two reports thereon to the House of Commons. The first of these important documents has already appeared in *The* NAVAL CHRONICLE†. The second exhibits such a complete historical detail of the proceedings respecting Sir Home Popham, that, in attempting to sketch the public life of that officer, we should conceive ourselves to be unpardonable, were we to give the first part thereof otherwise than *verbatim*. It commences as follows:—

Your Committee think proper, in reporting upon the proceedings of the Admiralty and Navy Boards, to lay before the House a summary account of such proceedings, together with such parts

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* *Vide* NAVAL CHRONICLE, Vol. XIII, p. 419.

† Vol. XIII, page 485.

as appear to them to be material, of the correspondence which has taken place between these Boards and Sir Home Popham, and between Lord St. Vincent and that officer, on the subject of his account.

Mr. Louis, whose appointment as Deputy Naval Agent at Calcutta by Admiral Rainier, appears to have been duly notified to the Admiralty in July 1802, having drawn bills on England to a large amount, on account of the expenses of the squadron commanded by Sir Home Popham, and application having been made to the Board of Admiralty, for directions concerning the payment of such bills by the Navy Board, their Lordships were induced, by the magnitude of the demands, to transmit to that Board, on the 6th August 1802, Sir Home Popham's letters, and several papers relating to the repairs and stores of the Romney, and other ships under his command, with directions to state the expenses which ought to have been incurred, supposing the works necessary to have been performed, and the stores to have been necessarily supplied. The Navy Board were further directed to examine how far it was necessary that the additional stores purchased at Calcutta should have been obtained, and whether such stores might not have been procured at Bombay. They were also to report upon the rate of exchange at which Mr. Louis's bills were drawn.

The Navy Board made a report on the 25th August, in the same year, concerning the rate of exchange; in consequence of which the Board of Admiralty, by letter dated 10th September, expressed themselves satisfied with the part Mr. Louis had taken in the transaction, and ordered the bills to be paid, but directed the amount to be charged as an imprest against Mr. Louis, and also against Sir Home Popham, stating the latter to have unwarrantably appointed Mr. Louis to act as naval officer, and authorized his drawing the bills. It was intimated at the same time, that as Sir Home Popham had unnecessarily subjected the public to this heavy expense, by proceeding with the ships to Bengal instead of availing himself of the King's stores at Bombay, the Board of Admiralty had judged it proper to make him responsible for the sum so expended, and the Navy Board were further directed to call for Mr. Louis's account as soon as possible; and having very minutely investigated the same, to report their opinion on the charges therein contained, for their Lordships' information and further direction.

In obedience to these orders of the 6th August and 10th Sep-

tember, the Navy Board made their first report, addressed to the Secretary of the Admiralty, on the 18th of October 1802; in which, after mentioning, "that they had exercised the utmost attention in investigating the several accounts; and had, subsequently to their examinations, (as a check and assistance thereto,) referred the whole to the respective officers at Deptford Yard;" and, adverting to the circumstance of the bills being attested as the then market price at Calcutta, by two resident merchants of respectability, they state, that they "do not see any reason to conclude otherwise, than the repairs of the ships have been executed, and the naval stores procured upon the best obtainable terms."

In regard to the absolute necessity of obtaining the additional stores purchased at Calcutta, they represent themselves as not having means of forming a judgment: the Report adds, that the magazines at Bombay could have supplied Sir Home Popham with a considerable part of certain articles there enumerated, but that others, there also mentioned, could not have been furnished from Bombay otherwise than by purchase, as effected at Calcutta.

It does not appear that any proceedings were had in consequence of this Report, or any observations made upon it by the Board of Admiralty.

Sir Home Popham arrived at Plymouth 13th April 1803, and came round to Chatham on the 26th of same month.

On the arrival of the Romney at Chatham, the Board of Admiralty issued special orders to the Navy Board, dated on the 16th May, 1803, for an extraordinary investigation into the propriety of the expenses incurred on account of that ship in the East Indies; the Navy Board were directed to send one of the Surveyors of the Navy to Chatham, with instructions to take to his assistance the officers of the dock-yard at that place, and to make a very minute inspection of His Majesty's ship the Romney, examining on oath the warrant officers. He was also ordered to make a full and circumstantial report of the nature of the repairs performed, and of the stores and furniture purchased. The officers employed in the survey were also directed to be particular in their inquiries and in their report; and it was intimated, that they would probably be required to attest the impartiality of their proceedings upon oath.

By a letter from the Board of Admiralty, dated on the next day, viz. 17th May, 1803, adverting to the possible inconvenience of the Surveyor's continuance at Chatham during the whole of the

survey, it was ordered that he should return to town after passing one day at Chatham, and instructing the officers as to the manner of conducting themselves in the said survey and examination.

In consequence of these orders of the 16th and 17th of May 1803, Sir William Rule appears to have been sent down to Chatham on the 18th; who, after inspecting the Romney in conjunction with Commissioner Hope and the proper officers of Chatham Yard, repaired with them to the Commissioner's office, and examined the warrant officers upon oath, as to the repairs done to the ship, the necessity of such repairs, and the receipt and expenditure of stores.

Sir Home Popham was present upon this occasion, and expressed a desire that the commissioned officers of the Romney, who were then in attendance, should be examined: but it was not thought proper to go into such examination, the warrant officers only being mentioned in the directions from the Admiralty, under which the inquiry was instituted. In this stage of the proceeding Sir William Rule returned to town, leaving instructions with the officers to pursue the inquiry, and make a full and circumstantial report in conformity with the orders given by the Admiralty.

The Chatham officers made their report on the 30th June; a copy of which the Navy Board, having been previously reminded by a letter of the 18th from the Admiralty, of the orders of the 16th May, laid before the Board of Admiralty on the 5th July 1803, together with the papers therein referred to, the evidence of the warrant officers, and copies of the original vouchers transmitted by Mr. Louis for the expense incurred on the ship.

It does not appear that any steps were taken by the Admiralty in consequence of this report, and the document accompanying it.

It appears that the Board of Admiralty issued orders on the 3d July to the Navy Board, to inform them what sums of money had been drawn from Bengal on account of the ships under the orders of Sir Home Popham, and for what purposes, giving their Lordships all the information on this subject which the documents in their office might enable them to afford; but no report was made upon this letter previous to the Report of the 20th February, 1804.

On the same day, viz. 3d July, 1803, Sir Home Popham, who had written twice to the First Lord of the Admiralty to request a personal interview, received a note from Lord St. Vincent, acquainting him, "that the Admiralty Board had directed the Commissioners of the Navy to report on the subject of the expenses

incurred by the ships late under his command in the East Indies; and that when the report should be received, a copy of it would be transmitted to him (Sir Home Popham), with such remarks as the Board should think fit to make."

In consequence of this communication, Sir Home Popham wrote to Lord St. Vincent, "submitting to his Lordship's consideration, and pressing it upon his feelings to allow it, that he should be called on by the separate Boards to attend in person their Committees of Investigation, by which he might be enabled to explain many circumstances, that, when led into references, would occasion considerable delay."

Lord St. Vincent answered this letter on the 23d July, stating it, though dated on the 4th of that month, not to have been received at the Admiralty till the 22d. His Lordship observes, in answer to Sir Home Popham's request, "that it will be proper he should apply to the Board through their Lordships' Secretary, respecting any steps which he may be desirous of having pursued."

Accordingly Sir Home Popham addressed a letter to the Secretary of the Admiralty on the 27th July, in which, after adverting to the correspondence that had taken place between Lord St. Vincent and himself, he requested Sir Evan Nepean "to move their Lordships to direct the Commissioners of Navy and Victualling to take any accounts which can be considered as relating to him, into immediate investigation, and to call for his personal attendance wherever it shall be thought that he could forward the examination."

The Board of Admiralty enclosed a copy of this letter to the Navy Board, in a letter of the 29th July, directing them "to proceed to the examination of the said accounts as speedily as possible, not, however, giving him (Sir Home Popham) a preference to other accounts;" but they do not appear to have given any directions to the Navy Board to call for or allow of his personal attendance. Sir Home Popham states, that he himself applied in person at the Navy Office, for the purpose of giving such explanation as might be necessary, but that he did not obtain an opportunity of so doing.

On the 30th December, 1803, the Board of Admiralty called on the Navy Board for a reply to their orders of the 16th May and 18th June, and for such information as might have come to the knowledge of that Board, respecting the repairs and stores of the Romney and Sensible, during the investigation of the Surveyor of the Navy and the Chatham Officers, or from any other inquiries

or examinations that might have taken place in consequence of the directions above mentioned; but the letter of the 30th of December does not allude to the Report of the Chatham Officers, transmitted to the Admiralty on the 5th July preceding. The Board of Admiralty repeated their order to the Navy Board, to report on the subject of Sir Home Popham's expenses in the East Indies, on the 6th of February, 1804; and again, in a very pressing manner, on the 18th.

In consequence of these letters, the Navy Board transmitted to the Board of Admiralty the report of the 20th February 1804, founded upon the orders they had received of the 16th and 17th May, 3d July, and 20th December, 1803, being the Report containing the charges in respect to the repairs and stores of the Romney, which gave occasion to the proceedings in the House of Commons upon this subject. The observations of your Committee upon the evidence, as it regards the making or signing that Report, will be stated hereafter, as the introduction of them in this place would break in too much upon the narrative of the proceedings of the Boards. It will be sufficient to observe concerning the Report here, that the Navy Board stated in the concluding paragraph, that they had framed it from the documents in office, without having called upon Sir Home Popham, agreeably to their usual mode, for an explanation on any of the circumstances referred to therein, conceiving it to be their Lordships' intention that they should proceed in that manner.

Upon examination of the Commissioners of the Navy upon this subject, they state, that they considered the subject referred to them respecting Sir Home Popham to be a perfectly new one; that in the ordinary case of an imprest being placed against an officer's account, it is their custom to write to such officer or his agent, thus giving him an opportunity of making any explanation; but that the case of Sir Home Popham being novel in its nature, and no intimation having been given from the Admiralty to examine Sir Home Popham, they did not think themselves at liberty so to do.

It is stated by Admiral Markham in his evidence, that no communication had taken place between the Admiralty and Navy Boards, from which such intention on the part of the Admiralty could be collected; but it is admitted by him, that no intimation was subsequently given to the Navy Board, that any misapprehension had existed in that Board in respect to the intentions of the Admiralty upon this point; and on the contrary, in the orders given

upon the receipt of the Report of the 20th February, to inquire into the conduct of Sir Home Popham after his departure from Bengal, the Navy Board are directed to employ the same persons who investigated the former accounts and expenditures, and to take the same measures in the prosecution of this farther inquiry.

It appears by the evidence of some of the Commissioners of the Navy, that it was proposed at the Navy Board to send a copy of a Report to Sir Home Popham, previous to its being laid before the Board of Admiralty; but that the proposition was objected to, and, after discussion, over-ruled, on the ground of such a proceeding being inconsistent with the orders of the Admiralty, which were considered as special orders, and to be literally obeyed. The letter relied on in giving this construction to the Admiralty orders, was that of the 3d July 1803, pointing out the documents then in the office as the source from whence the information to be given on the Report was to be derived; and one of the Commissioners states himself to have been confirmed in this opinion of the meaning of the order by the letter from the Admiralty of the 29th July already mentioned, by which the Navy Board were directed to "examine Sir Home Popham's accounts as speedily as possible, not however giving him a preference to other accounts;" that is, not to take the examination of his accounts till their regular turn should arrive, which could not happen till long after the Navy Board must have reported under the orders which they had received. The Commissioner, who had made the motion for sending a copy of the intended Report to Sir Home Popham before it was finally adopted, represents himself to have concurred with the orders given by the Admiralty to refer to Sir Home Popham for explanation; but states himself to have been willing to do so without authority, from a sense of justice and propriety.

Your Committee here think proper to observe, that no intimation, official or otherwise, seems to have been made by the Navy Board to the Board of Admiralty, that the Commissioners of the Navy thought themselves precluded by the order of the Admiralty from examining Sir Home Popham; but that it does not appear to your Committee that there was any difference of opinion in the Navy Board as to the construction of the order they had received from the Admiralty Board.

The proceeding adopted by the Board of Admiralty upon the Report of the 20th February, was to refer it, together with a Report from the Victualling Office relating to Sir Home Popham, to the Commissioners of Naval Inquiry, informing those Com-

missioners, that having themselves neither sufficient power nor time to investigate an expenditure of public money of so much importance, which, by the said Reports, appeared to have been of the most enormous and profligate nature, they had deemed it expedient to lay the whole before the Commissioners of Naval Inquiry, in order that they might take such notice thereof as they might think proper.

The Admiralty Board transmitted shortly afterwards to the Naval Commissioners, the original documents on which the Report of the 20th February was founded, having procured them from the Navy Board, with the letter from that Board of the 5th July above mentioned, and the several papers therein referred to.

On the same day on which the Board of Admiralty sent the Report of the 20th February to the Commissioners of Naval Inquiry, their Lordships directed Sir Home Popham to be informed "that the Reports which had been made to them, from the Commissioners of the Navy and Victualling Boards, on the subject of the expenditure, purchase, and supplies of stores and provisions for the ships late under his orders in the East Indies, and the account of sales of such articles as were sent on shore to Mr. Louis, being of the most extraordinary complexion, their Lordships had deemed it expedient to lay the whole before the Commissioners of Inquiry into Abuses; and that on the receipt of the Report from the Navy Board, their Lordships had been pleased to direct that all the bills which had been drawn on account of the said ships should be charged as an imprest against him, and that his pay and half-pay, as well as that of Captain Sause, and Lieutenant Davis, should be stopped until further order."

On the receipt of this communication, Sir Home Popham wrote a letter to the Admiralty Board, dated 6th March, 1804; in which, after expressing his surprise that their Lordships should have referred an *ex parte* statement to the Commissioners of Naval Inquiry, and reminding the Board of the ineffectual application which he had made to be allowed to attend the Navy Board for the purpose of explanation, he requested that a copy of such Report or Reports as might have been made by the Navy or Victualling Board respecting him should be transmitted to him, agreeably to the assurance of Lord St. Vincent, in his letter of the 3d of July, "a letter which has been already mentioned:" in answer to which he was informed, that directions should be given to those Boards to furnish him with copies of such Reports, on his making application to them for that purpose. On the same day directions

were sent to the Navy Board "to furnish Sir Home Popham with copies of the papers transmitted in their letters of the dates named in the margin (viz. 20th February, and 5th March, 1804,) respecting purchases and supplies of stores for His Majesty's ships lately under his command in the East Indies."

It is stated by Admiral Markham to have been the intention of the Admiralty, when directions were given to write this letter, that Sir Home Popham should be furnished with a copy of the Report, but not of the papers and documents on which it is founded; which papers, it should be observed, are many of them referred to in such a manner as to become an important part of the Report itself: from the terms however in which the letter was conceived, the Navy Board understood it to relate to the papers only. And when Sir Home Popham applied for copies of the Report, and of the papers connected with it, copies of the latter were promised; but he was informed that the Navy Board was not directed to send him a copy of the Report. On a subsequent application, he was informed that these documents were not in the office.

Sir Home Popham therefore appears to have failed in his endeavours to obtain a copy either of the Report or of the papers. He states himself to have continued without any knowledge of the contents of the Report, or any other information of its nature, than that it had been deemed fit to be referred to the Commissioners of Naval Inquiry, until after a change had taken place in the Administration, when this Report was mentioned to him by Lord Melville, as a reason why he could not be employed on a command to which it had been in his Lordship's contemplation to appoint him.

The Report was then transmitted to Sir Home Popham from the Admiralty; viz. on the 13th of September 1804, and on the 29th of the same month he returned an answer to it, noticing, however, the want of the papers on which it had been framed: in consequence of this answer he was employed: but of the papers alluded to, and which are those with which the Navy Board had been unable to furnish him, he appears by his own evidence not to have procured any copies till a part of them appeared, in November 1804, in a pamphlet, (which being a distinct subject of the reference to your Committee, will be noticed hereafter,) and the whole were afterwards laid on the table of the House of Commons, in the month of February 1805. In fact, these papers, for which Sir Home Popham had been applying at the Navy Office in April

1804, were at that time in the hands of the Commissioners of Naval Inquiry, to whom they were transmitted by the Admiralty in the month of March preceding, as has been already mentioned. The Navy Board appears to have applied for them to the Naval Commissioners towards the end of April, having occasion to use them in the investigation of the latter part of Sir Home Popham's conduct, as ordered by the Admiralty letter above cited of the 24th February. In consequence of this application, the Commissioners returned them on the 28th of April to the Admiralty; but the Board of Admiralty sent them back to the Naval Commissioners on the 2d May, stating themselves not to be aware that the Navy Board could have occasion to refer to them, the material part being in duplicate; and adding, that their Lordships were desirous that "those documents should be lodged with the Commissioners of Naval Inquiry."

A correspondence appears to have ensued between the Admiralty and Navy Boards upon the subject of these papers, in which it was stated by the Navy Board, "that they were sent to the Admiralty Board, with the Report of the 20th February, in such haste as not to admit of copies being taken; but the Board of Admiralty adhered to their determination of not removing the papers, stating in their Secretary's letter of the 4th May to the Navy Board, that as they are not aware that any of these papers could relate to the accounts then under investigation, "they cannot consent to their being withdrawn from the Commissioners of Naval Inquiry till they have done with them." In a subsequent letter of the 15th, written in answer to one upon the same subject from the Navy Board, they repeat their disapprobation of the papers being returned to that Board, and direct the Board "to proceed in the further investigation of the accounts ordered by their Lordships, in the best manner they could, with the documents then in the office."

The Commissioners of Naval Inquiry do not appear to have proceeded to investigate the important matters referred to them. It appears from the evidence of Captain Nicholls, one of the Commissioners, that the papers received from the Admiralty were read, and that considerable doubts were entertained as to the competency of the Commissioners of Naval Inquiry to take cognizance of the subject: they do not appear to have come to any determination upon this point; but it being suggested by Admiral Troubridge, then one of the Lords of the Admiralty, that Mr. Louis, the Deputy Naval Agent at Calcutta, was in England, and might

possibly soon return to India, this gentleman was summoned for the purpose of being examined touching the purchase and supply of stores for the Romney and Sensible, a part of the inquiry to which Captain Nicholls states himself to have thought the powers of the Naval Commissioners competent.

Mr. Louis was accordingly examined on the 16th July, 1804; but no entry was made by the Commissioners on their minutes of their reason for going into this examination, without being prepared to pursue the subject further; nor was Mr. Louis, who is yet in this country, examined as to the probable duration of his stay in England.

It is stated by Admiral Markham, that private conversation occasionally arose between some of the Lords of the Admiralty and the Commissioners of Naval Inquiry, as to the propriety of investigating before them the charges contained in the Report of the 20th February against Sir Home Popham, which are represented by Sir Charles Pole in his evidence, as amongst the most serious that could be brought against an officer, and as affecting not only his character, but perhaps his life, or of trying those charges by a court martial; but it appears by Admiral Markham's evidence, that no official communication took place between the Naval Commissioners and the Admiralty, from which it could be collected whether the Commissioners intended to prosecute the inquiry.

The papers remained in the possession of the Naval Commissioners, without any further proceeding being had upon them than the examination of Mr. Louis, until they were called for by a precept of the House of Commons, dated the 5th of February, 1805, and were sent to the Navy Board on the 8th. It has been stated by your Committee in their former Report, that the Report of the Navy Board of the 20th February, 1804, was materially inaccurate. In proof of this allegation, they beg leave to refer principally to the evidence of Mr. Rolt, Clerk to the Committee of Stores of the Navy Office; but your Committee think it proper here to particularize some instances of mis-statement contained in that Report, for the purpose of enabling the House to judge of the degree of blame which may attach to the formation or signature of it.

It is there stated, that the "Romney was completed in her stores to a twelvemonth's proportion in November 1800; and notwithstanding she was supplied at the Cape of Good Hope in February 1801 with the stores, as per account No. 4, it appears

that stores to the amount of 11,666*l.*, were purchased for her at Calcutta, *which exceed in quantity a twelvemonth's proportion to the amount of the Calcutta prices of* 1682*l.* 17*s.* 10*d.*, *as stated in accounts Nos.* 2 *and* 3, *besides the stores in lieu, which cost* 2300*l.*" Upon a reference to Nos. 2 and 3, it will appear that they do not support the assertion respecting the excess of stores purchased at Calcutta. No. 2 contains an enumeration of all such articles in the Boatswain's and Carpenter's stores as have been purchased, not being allowed by the establishment, or as have been purchased in a quantity exceeding the estimated allowance for a twelvemonth: but in order to show the value of the excess in the stores purchased, it would be necessary to take into the account all such articles as, though allowed, were not purchased, or were only purchased in a quantity falling short of the estimated allowance; the error of the inference drawn from No. 2 will appear at once from an instance. It appears by Mr. Rolt's evidence, that a cablet of five inches was purchased, though not allowed; but that a cablet of five inches and a half would be allowed, but was not purchased: the purchase of the cablet of five inches is reckoned as excess, without its being taken into consideration, that no cablet was purchased of five inches and a half: so three bolts of canvas, No. 3, are stated as an excess being purchased and not allowed; whereas nearly the same quantity of canvas, No. 4, (as appears by Mr. Rolt's evidence,) would have been allowed, and was not purchased. No. 2, therefore, though it may be correctly framed for the purpose of showing excess in the purchase of particular articles of Boatswain's and Carpenter's stores, is improperly taken in the Report as the measure of excess in the purchase of Boatswain's and Carpenter's stores generally. No. 3 professes to show the excess of the sails which were purchased beyond the number which are allowed; but the excess there stated is erroneous, the column entitled "Number allowed by the establishment" not containing the whole number.

It must be remarked further upon this paragraph of the Report, that stores in lieu are not additional stores, but stores taken on board in exchange for others returned.

It is mentioned in the Report, that 73*l.* is charged for a smoke-sail; a circumstance which, as stated by the Honourable Captain Colville in his evidence, created of necessity a strong impression against Sir Home Popham, when the Report was published: the real charge in Mr. Louis's bill for this article was 55 rupees, amounting, at 2*s.* 6*d.* the rupee, to 6*l.* 15*s.*

The observations upon an accident asserted in the ship's log to have happened to the cable bitts, calculated to impeach the truth of such assertion, are not supported by the papers from which they are drawn.

No. 3 is also unfairly referred to in the Report, to show an excess of expenditure in rope and canvas of certain kinds therein particularized, no mention being there made of articles of a similar description, of which a less quantity may have been expended than is allowed: the usual practice in the Navy appears to be, to balance the accounts, by setting the quantity not expended in one article against the excess of expenditure in another of nearly the same kind, it being often necessary, (on the article of rope, for instance,) for the exigencies of the service, to use a rope of one size for a rope of nearly the same dimensions, and being also not uncommon for the Boatswain to make mistakes in his entries of the particular description of the stores used.

No. 9, drawn to show, that the Boatswain appeared to have expended more stores than were on his charge, is materially inaccurate.

The deficiency on the Boatswain's accounts, stated at 5742*l.* 8*s.* 4*d.* in the Report, has been very much diminished in consequence of more accurate inquiry. It was for the most part estimated at Calcutta prices, by the orders of the framer of the Report, who directed the valuation of 2437*l.*, originally made by the Chatham officers, to be altered. The fixing a value upon the deficiency, appears not to have fallen properly within his department in the Navy Office, and the alteration made was manifestly unjust in the present instance; for it turns out, upon further investigations, that some articles of value for which the Boatswain has been charged at Calcutta prices, in this Report, were returned by him at Sheerness before the ship left England in 1800. It is not mentioned in the Report, that the valuation of the Boatswain's deficiency was taken chiefly at Calcutta prices. It is important to observe on the part of the Report, which says, that "the Boatswain can give no further account of his deficiency," that it omits to mention his not being examined personally for that purpose at the Navy Office; neither does the Report mention or allude to his sickness during the most important part of the period to which the inquiry related, a circumstance which had been taken notice of in a report of the Chatham officers, transmitted to the Admiralty by the Navy Board in the month of July preceding, as having been pleaded by him in excuse for some irregularities in his accounts.

The omission of that circumstance in this Report of the Navy Board is the more remarkable, as it is here stated, upon the authority of a letter from Captain Mitchel, of the Zealand, of the 5th January 1804, containing the Boatswain's answer to some inquiries relative to the transactions at Calcutta, "that he never attended any returns of stores;" whereas the words in the letter immediately preceding the passage from which that fact is taken, are as follow:—"he says, most of the time the Romney was at Calcutta, he was sick."

There is one of the documents accompanying this Report, to the contents of which, the "particular attention" of the Admiralty was requested in the Report, which does indeed appear to deserve attention, both from the manner in which it has been framed, and from the circumstance of its having been published, in part, in the pamphlet to which it will be necessary to advert hereafter: the paper alluded to is No. 13, containing the remarks of the Portsmouth officers, made on comparing the Boatswain's expense-book with the ship's log and journals.

It appears by the evidence of Mr. Crane, Master Attendant at Portsmouth Yard, who assisted in framing the document, as well as by that of Mr. Rolt, that it is not usual to look to the log for the mention of trifling articles of expenditure, or to notice the want of entries upon such occasions as omissions, in the mode pursued in these remarks. Mr. Crane says, that he never recollects to have compared the Boatswain's expense-book with the other ship's books in the manner in which he compared this of the Romney, but that he acted, in the present instance, under special directions, which he produced, dated 19th September 1803; adding, that he never received similar instructions to examine any other accounts in the same way. There are in every page of the book containing the remarks of the Portsmouth officers, entries made in red ink, in the hand-writing of Mr. Tucker, who principally framed that Report, consisting chiefly of extracts from the Captain's and Lieutenants' journals, and inferences from a comparison of those books with the expense-book; which comparison, in the ordinary investigation of accounts, (according to the evidence of Mr. Rolt,) is not usual in the Navy Office. There appears also to be in the book above mentioned, two material mistakes made by the Portsmouth officers in respect to articles of expenditure, stated, contrary to the fact, (as appears to your Committee by inspection of the original,) to have been omitted in the expense-book, which mistakes were not

corrected at the Navy Office when that document was annexed to the Report, and pointed out to the particular attention of the Admiralty.

The Report of the Navy Board, now under consideration, was drawn up by Mr. Tucker, the junior member of the Committee of Stores; with the exception of a small part furnished by the Committee of Accounts, in which part no errors have been pointed out to your Committee; and the concluding paragraph, which was added at the Board, and this Report, is stated by Mr. Tucker to have been prepared by him from documents received by him from the officers of Chatham, Portsmouth, and Deptford Yards.

It appears that the Board of Admiralty directed the Navy Board, on the 11th of August, 1803, to take into their "serious consideration the duties of the respective branches of their office, under the superintendance and direction of the several committees, and to make such division thereof as should allot to each member of the committees a proportionable and proper part of the duties to be placed under his immediate superintendance and responsibility, as suggested by the Commissioners of Naval Inquiry, in the 183d page of their Third Report, and to transmit the same for their Lordships' information." It is stated that a plan was accordingly transmitted, to which no answer was received from the Admiralty; but in the mean time the business of the Navy Board appears to have been distributed among individuals, in conformity to the plan proposed. Mr. Tucker was removed from the Committee of Correspondence to the Committee of Stores, at the suggestion (as stated by Lord St. Vincent) of the Comptroller of the Navy, on the 2d of September, 1803; and according to the manner in which the business of the Navy Board was then conducted, the formation of this Report appears to have fallen within the line of his (Mr. Tucker's) official duty.

He appears to have been removed from the situation of a Commissioner of the Navy to that of a Secretary of the Admiralty, the 20th of January, 1804, before the Report was adopted, or taken into consideration by the Board. It is stated in evidence to your Committee, that the Report was read over paragraph by paragraph, and that some discussion took place respecting the language of it, which was altered in some instances, where the expressions were considered as objectionable, from not being in the style of official communication, or from containing asperity.

It is stated in the evidence of the Commissioners of the Navy, to be the custom of their Board to read Reports of importance

from the Committee of Stores, and to examine the particulars of them when they judge such investigation to be necessary. It appears also, that they deemed the matter contained in the Report of the 20th of February 1804, to be of a very grave and serious nature; notwithstanding which, they did not enter into an examination of the facts and documents on which this Report was formed. In explanation of which circumstance, and in excuse for lending the sanction of their names to such a statement without some previous examination into the facts upon which it was founded, several of the members of the Navy Board have stated that they were prevented from entertaining any suspicion of error or misstatement, by the reliance which they placed on the accuracy and ability of Mr. Tucker, and by the consideration of the time which had been spent by him, and the diligence which he was known to have exerted in the preparation of this Report. It has also been alleged by some of the Commissioners of the Navy in their evidence, that it would be impossible for the extensive business of the Navy Board to be transacted in that office, if the Board were to enter into a re-examination of the facts contained in such reports as may be made upon investigation by their several committees; and it is also observed, that such a re-examination, in the present case, would necessarily have taken up much time, and must have made it impossible for the Board to comply with the directions received from the Admiralty, "to report with as little delay as possible." It appears that the Navy Board received from the Admiralty in the month of February, previous to the 20th of that month, (on which day they reported,) two orders to hasten the Report; in the latter of which, dated on the 18th, they were directed, "if the Report could not be sent immediately, to let the Secretary of the Admiralty know the reason thereof, and when it might be expected."

Your Committee, having inquired into the circumstances attending the publication of the Report of the Navy Board, dated the 20th February, 1804, being the third head of their inquiry, observe that the Report was first published in a pamphlet, entitled, "An Answer to a printed paper called 'A concise Statement of Facts;'" and which pamphlet has been produced and given in evidence to your Committee. That this pamphlet was published by Mr. Benjamin Tucker, who stated to your Committee, that he did publish it by the advice of Lord St. Vincent's friends, and with the concurrence of Lord St. Vincent himself, to whom he had shown a manuscript draft of it before it was published, for

the sole purpose of doing away impressions that had been made on the public mind against the Admiralty Board, by the circulation of that printed paper, entitled, "A concise Statement of Facts," and attributed to Sir Home Popham.

Your Committee observe, that the pamphlet containing the Report of the Navy Board of the 20th February, 1804, was circulated very generally, and with considerable industry, through London, through the sea-port towns, and through His Majesty's fleet at Portsmouth; and in the Channel, and off Brest, in that squadron in which Sir Home Popham was then himself employed; but it did not appear that the Navy Board ever authorized the publication of their Report, or were consulted on the propriety of such publication: on the contrary, it has appeared in evidence to your Committee, that the Report of the 20th February, 1804, was published by Mr. Tucker, without his having ever asked the permission of the Navy Board to do so; and it also appeared to your Committee, that the Board of Admiralty had not given any sanction whatever to that publication.

Mr. Tucker has stated to your Committee, that he obtained a copy of that Report from Sir Thomas Troubridge, who had been one of the Lords of the Admiralty, and who is now absent on foreign service.

It has appeared to your Committee, that several of the documents and vouchers on which this Report of the Navy Board of the 20th of February 1804 was framed, have been lost, and cannot now be produced.

Your Committee, conceiving that the object for which their attention was directed to the loss of these vouchers, could only be to ascertain, if possible, whether those vouchers and papers were destroyed for unfair purposes, have directed their attention particularly to that object; and from all the evidence that has been produced, your Committee are inclined to believe, that the loss of these papers and vouchers may have been accidentally occasioned in the course of removing them from place to place, and that there is no evidence before your Committee, which can warrant a conclusion that they were surreptitiously removed, or wilfully destroyed, for any improper purpose.

The remainder of this interesting Report relates to the impressing of Mr. David Ewen Bartholomew, the Master's Mate of the Romney. From an affidavit, which appears to have been inserted in Sir Home Popham's "*Continuation of*

the Concise Statement of Facts," we were led to suppose, that Mr. Bartholomew had been impressed, with the view of securing his criminating evidence against Sir Home. On this subject, in a tract entitled *"A few Brief Remarks on a Pamphlet, published by some Individuals, supposed to be connected with the late Board of Admiralty," &c.* bearing the signature of "Æschines," we find the following passage:

In page 68 of the "Continuation" already alluded to, is an affidavit from Mr. D. E. Bartholomew, formerly Master's Mate of the Romney, which states, that in June 1803, being unemployed, he applied to Earl St. Vincent for promotion, and, after several applications, he was, on the 13th of December, ordered up from Chatham for examination. On the 17th, he was again ordered to attend, in hopes that he would receive a commission; but as soon as he announced his name, he was *seized by a press-gang*, by, as he understood, the particular order of ———; that he was kept on board the tender for three days, and afterwards sent on board the Zealand, at the Nore, where he was immediately tampered with, relative to the cutting of the cable of the Romney, &c. with a view, as he supposes, to obtain some information, on which Sir Home Popham might be impeached! &c.

Mr. Bartholomew adds, that he is convinced this was their object, and that Captain ———, of the ———, had his *private instructions;* because, although he was sent on board that ship as an impressed man, the Captain invited him into his cabin, and *endeavoured to extract from him, in writing*, any observations respecting the supposed misapplication of the cable of the Romney; and because Mr. Forsyth, a Lieutenant of the Zealand, told him, that Mr. Davies, formerly first Lieutenant of the Romney, was under arrest, in consequence of Nixon, the Boatswain of the Romney, and who was then Boatswain of the Zealand, having written a letter to the Board on the subject of the cable. The officers of the Zealand, it appears, did not hesitate to tell him, that they considered his impressment to be for the purpose of keeping him as a witness against his late Commander. He soon after asked Nixon what was the purport of his letter to the Board, when he told him, "that he was determined not to lose his wages, (which I have already observed was stopt, as well as that of all the other officers, by order of the Admiralty,) and

therefore, he said, that the cable cut in Ballasore Roads was short a peake when cut; that the remaining part was cut up by Mr. Davies, and converted into oakum; and that he had said, Mr. Davies would not allow him to get a receipt for it from Mr. Hudson*," &c. Nixon added, that all letters sent to and from him, were inspected by Captain Mitchell, *agreeably to an order of the Board.* From this, and other circumstances, Mr. Bartholomew, in his affidavit, again declares in the most positive manner, his entire conviction that his impressment, by order of ———, was not for the purpose of securing his services, because he had previously offered them, but with the sole view of extorting some evidence against Sir Home's conduct; though he declares that he never could allege any thing against him; and that he never sailed with any Captain who paid more attention to the health, comfort, and discipline of the ship's company, or who was more economical with respect to the stores.

The Committee of the House of Commons, however, by no means sanctions the affidavit of Mr. Bartholomew: on the contrary, they "think themselves bound to observe, that it does not appear to them that the order for impressing Mr. David Ewen Bartholomew, was issued with any view of suppressing or influencing the evidence that he might be able to give on any of the matters then under the consideration of the Board of Admiralty or the Navy Board, which have been since referred to your Committee."

With respect to the impressment of this gentleman, the Report states, that

It does not appear to your Committee, that any case which can be called a precedent for this proceeding, has been brought to support it; and on the questions, Whether it ought, or ought not, to be deemed a violation of the usage of the Navy? or likely to be injurious to His Majesty's service? your Committee find it to be the concurring opinion of three Naval Officers, namely, Admiral Berkeley, and Captains Carden and Winthrop, (which opinion, however, is opposed by those of Admiral Markham and Captain Richbell,) that the impressing of Mr. Bartholomew was a violation of the usage of the Navy. Admiral Berkeley in particular, speaks of it

* "Continuation of the Concise Statement," page 70.

as a most arbitrary and violent act, that must disgust all young men who have nothing but their merits to recommend them, and likely therefore to be highly injurious to His Majesty's service.

The great length to which this memoir has already been extended, and the variety of information which we have yet to give respecting Sir Home Popham, prevents us, consistently with justice, from closing the article at present: it will therefore be concluded in a subsequent part of this Volume.

NAVAL ANECDOTES, COMMERCIAL HINTS. RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

HEROIC CONDUCT AND DREADFUL CATASTROPHE OF CAPTAIN ENGLEDUE, AND HIS SHIP'S CREW, ON THE COAST OF GAMBIA, IN THE YEAR 1759.

THE following interesting narrative is extracted from a letter, written by a merchant, resident at James Fort, on the 22d of March, 1759 :—

I had wrote thus far, when I was interrupted by the most shocking news I ever experienced. O my friend! Engledue and his sloop are no more! (what a dreadful alternative!) cut off by those d——d villains in the Cassinka country, who attacked him at the port of trade, where he defended himself; he weighed anchor to get clear of the creek; they pursued, and bush-fought him; he killed seventeen of the brutes: at last, being wounded with an arrow on the breast, and most of the crew destroyed, he went into the cabin, opened the powder scuttle, hailed the natives to come on board, collected the remains of his crew, laid a train, walked the quarter-deck with a pistol in his hand, a black boy standing ready with a lighted match: when he saw a sufficient number on board, he gave the word of command to fire; the faithful slave obeyed; their bodies were scattered in the air, and the Almighty, I hope, with open arms was ready to receive their souls. Above thirty of the barbarians perished by the explosion. Thus died, like a hero, poor Engledue, with eight fine lads, my own slaves, whom he trained up seamen. There's my loss; the

cargo was trifling.—It is not twenty days past that I was with the king, in the Cassinka country, and settled, as I thought, a lasting friendship with him. He received me with every demonstration of joy and honour: he said, that as the French were now driven out of the country, he looked upon us as his only friends; sold me slaves, and I parted with him on the best terms in the world. It is not ten days ago, that I left the sloop, all well, and in perfect harmony, and brought a few slaves to the fort, in order to dispose of them for goods; nor is there any account of the least falling out between Engledue and the natives, but that they fell on him for the sake of plunder. The brave defence, and the disappointment of the villains, will strike a terror, and render them cautious how they attempt the like. I wish my private misfortune may prove of advantage to the public. Engledue deserves to be immortalized: others tamely offered their throats. At present I am more fit for a bed, than for writing; for the glorious exits of Engledue and my boys are still uppermost in my thoughts. The vessel this goes by is under weigh, and I must conclude; indeed it is with difficulty that I can write at all: you are the only one by this conveyance that I have written to: my mind will be more at ease in a few days; till then my friends must excuse me.

EARLY NAVIGATION.

THE following account of a curious device, employed by the enterprising Norwegians, when they undertook long voyages before the invention of the mariner's compass, is recorded in a recent elaborate work on commerce :—

Arngrim Jonas tell us, that when Flock, a famous Norwegian navigator, was going to set out from Shetland for Iceland, then called Gardarsholm, he took on board some *crows*, *because the mariner's compass was not yet in use*. When he thought that he had made a considerable part of his way, he threw up one of his crows, which, seeing land astern, flew to it; whence Flock concluding that he was nearer to Shetland (perhaps rather Faroe) than any other land, kept on his course for some time, and then sent out another crow, which, seeing no land at all, returned to the vessel. At last, having run the greatest part of his way, another crow was sent out by him, which, seeing land a-head, immediately flew for it; and Flock, following his guide, fell in with the east end of the island. Such was the simple mode of steering their course, practised by those bold navigators of the

stormy Northern Ocean. The ancient natives of Taprobané (Ceylon) used the same expedient when skimming along the tranquil surface of the Indian Ocean.—See *Plinii Hist. Nat. lib.* vi. c. 22.

REMARKABLE COMBINATION OF COURAGE AND SEAMANSHIP.

THE following extraordinary instance of British seamanship, valour, and dexterity, occurred in the escape of a pilot-boat from a French privateer, in the month of January, 1800:—

The vessel was the Amity, belonging to Bembridge, on the look-out for ships. About ten in the morning they discovered a lugger-privateer about two miles distance, which they could not perceive before, in consequence of the morning being a little hazy. There being little wind, the enemy were rowing with thirteen oars on each side, and fast approaching: the Master of the pilot-boat thought it best to leave his vessel immediately, there being no other means of escaping. He and another man, therefore, got into their small boat, and desired James Willis to come also; but he bravely answered, he would remain in the vessel, whatever might be the consequence. Thus resolved, he gave them his watch and all the little money he had, which he requested they would give to his father; they promised to perform his request, and immediately left him to his fate, when the privateer was only about a quarter of a mile distant. In a few minutes she shot up under his lee quarter, with an intention to grapple the pilot boat; and having fresh way, toward their main-top-sails and lug-sail; the lad observing their design, just as they were in the act of heaving their grappling irons, put his helm down, and went about, whilst the privateer fired small arms and swivels into her. This manœuvre obliged them to make sail and tack: when they had made all the sail they could, the young man, with great judgment, tacked and weathered them about the length of the lugger; the privateer having gained his wake, tacked also. The youth continued to tack every time the privateer set her sails, which was repeated seventeen or eighteen times; they likewise constantly fired when near, and particularly when crossing at a distance, never more than thirty yards. After manœuvring in this dexterous manner for above two hours, a fresh breeze happily sprung up: the pilot boat was then on the last tack, and had gained about a cable's length to windward, when she crossed the privateer, which, after firing all her swivels and small arms, bore up and left him.

NAVAL HEROES OF NORFOLK.

WITHIN a mile or two of Burnham Thorpe, the birth-place of the illustrious Nelson, stands the obscure village of Cock Thorpe, a village of three houses, or rather of three hovels only, each of which has produced, from humblest village life, its individual Admiral. The three Cockthorpe Admirals became Flag Officers of much renown; Sir Christopher Mimms, Sir John Narborough, and Sir Cloudesley Shovel. Norfolk has to boast her naval heroes of remote, recent, and immediate celebrity. Sir Edward Berry, Lord Nelson's Captain at the Nile; and the juvenile and gallant Commodore of the Brito-Sicilian squadron, Captain Hoste, the *elève* of Nelson, are both natives of that county.

The readers of the NAVAL CHRONICLE will be gratified to learn, that the county of Norfolk, in gratitude and affection to the memory of Lord Nelson, has determined to place its column of commemoration at the spot of the Hero's birth, Burnham Thorpe.

GREENWICH HOSPITAL.

THE Revenue and Expenditure of the Royal Hospital at Greenwich, is thus stated in the 14th Report of the Commissioners of Naval Inquiry.

REVENUE.

Sixpence per man per month paid by Seamen in the Merchants' Service, on an average of the last ten years		£15,666 9 $3\frac{3}{4}$
Ditto from Seamen in the King's Service, on an average of ten years, to 1804, the account for 1805 not being complete		33,173 17 $5\frac{1}{2}$
Income from Real Property, according to the present Rents	46,279 6 $1\frac{3}{4}$	
Income from the Wood, estimated at	1,000 0 0	
		47,279 6 $1\frac{3}{4}$
Interest on 1,168,926*l.* 17*s.* 2*d.* in the Funds		35,067 16 1
Duties from the North and South Foreland Light-houses, on an average of the last ten years		5,877 6 4
Half-pay and emoluments of certain Officers of the Hospital, on an average of the last ten years		1,503 13 10
		£.138,568 9 2

EXPENDITURE.

Establishment, consisting of Salaries to Officers and Servants, Charges of the Building, &c. &c. according to the actual expenditure of 1805	£.21,837	12	11½
In-pensioners and Nurses, according to the numbers on the Establishment, estimated at the expense of each person, in 1805	70,662	3	1½
Out-pensioners, according to the number on the Establishment, at the present rate of 7*l.* a year	22,638	0	0
Balance in favour of the Hospital	23,430	13	1
	£.138,568	9	2

LUDICROUS TERROR OF A SPANISH CAPTAIN.

ADMIRAL BYRON, in his celebrated narrative, relates the following incident, which occurred while he was at Chaco :—

Some time after we had been here, a snow arrived in the harbour from Lima, which occasioned great joy amongst the inhabitants, as they had no ship the year before on account of the alarm Lord Anson had given upon the coast. This was not the annual vessel, but one of those which come unexpectedly. The Captain of her is an old man, well known upon the island, who had traded here, once in two or three years, for more than thirty years past. He had a remarkably large head, and therefore was commonly known by a nick-name they had given him, of Cabuco de Toro, or "Bull's Head." He had not been there a week, before he came to the Governor, and told him, with a most melancholy countenance, that he had not slept a wink since he came into the harbour, as the Governor was pleased to allow three English prisoners liberty to walk about, instead of confining them, and that he expected every moment that they would board his vessel, and carry her away: this he said when he had above thirty hands aboard. The Governor assured him that he would be answerable for us, and that he might sleep in quiet; though at the same time he could not help laughing at the man, as all the people in the town did. These assurances could not satisfy the Captain, he used the utmost dispatch in disposing of his cargo, and to put to sea again, not thinking himself safe till he had lost sight of the island.

AN EXTRAORDINARY VOYAGE.

IN 1534, when the Portuguese had established a government in India, Badur, King of Kambaya, being at war with the Great Mogul, sought assistance from the Portuguese, and offered them the liberty of building a fort at Dieu. As soon as this liberty was granted, and the plan of the fort was drawn, James Botello, a person skilful in the affairs of India, having been in disgrace with John, King of Portugal, and being anxious to recover the favour of that Prince, resolved to carry the first news of it to him. Having obtained a copy of the plan, he set out from India in a bark of 19 feet and a half long, 9 broad, and four and a half deep, with three Portuguese, two others, and his own slaves. He pretended that he was going to Kambaya; but when he was out at sea, made known his intention to go to Lisbon, at which they were all astonished. Being overcome by fair words, they proceeded on their way, till finding themselves reduced to distress, the slaves agreed to kill Botello; but after killing a servant, they were put to death themselves. With the four who remained Botello held on his course, doubled the southern Cape of Africa, and at length arrived at Lisbon, where the bark was immediately burnt, that no man might see it was possible to perform that voyage in so small a vessel. The King was greatly pleased with the news, and restored Botello to his favour, without any other reward for so daring an adventure.

SINGULAR ESCAPE OF A FRENCH PRISONER.

A FRENCH seaman having lately eluded the vigilance of the guard at Chatham, where he was confined, and reached the neighbourhood of Broadstairs, was in the course of a few days apprehended, and put on board a vessel at that place, to be carried to his former confinement. As he had shown great ingenuity in effecting his escape in the first instance, it was thought advisable to place a guard over him on board, by way of effectual security; night, however, being pretty far advanced before the vessel could sail, the Frenchman, who was permitted to remain on deck, stretched himself, with great presence of mind, at full length, and pretended, by snoring loudly, that he was fast asleep. The centinel being thus put off his guard, seated himself naturally enough, at the dead of night, and soon fell fast asleep in good earnest. The prisoner, who was on the watch the whole time, finding that he had thus completely ensnared the soldier, quickly jumped up,

and, first robbing the poor fellow of two seven shilling pieces and his watch, let himself down in the small boat from the stern, and got safely on shore. The three or four hands belonging to the vessel, which was a small coaster, coming up soon afterwards to prepare for sailing, awoke the centinel, who then discovered, with astonishment, both the escape of the prisoner and his robbery. Every search was made for him in the morning, and during the whole day, but to no purpose; it was believed, therefore, that he had endeavoured to arrive at some other part of the coast, from which he might cut out a vessel and get over to France. Instead of quitting the neighbourhood of Broadstairs, however, he lurked about in the corn-fields till night, when he returned and boarded a fishing smack, in which he effected his escape to Dunkirk.

SHOCKING INSTANCE OF PLUNDER, AND BARBARITY TOWARDS THE DISTRESSED.

A LETTER, dated Newtownlimavady, March 13, 1806, contains the following statement :—

The coast of Magilligan exhibits at present one of those instances of the barbarous spirit of plunder, which we had hoped were long past and never to return. A brig, supposed to be freighted from Greenock to Halifax, (North America,) on Sunday last, was driven by the gale and high sea on the shoals called the Tuns, in the entrance of Lough Foyle, through ignorance of the coast, and want of a pilot: in a few minutes she was dashed to pieces, and every soul on board perished! supposed to be in number fifteen, including three females. This happened before three o'clock P.M., and in the same evening the greatest part of the wreck and cargo was drifted to the Magilligan shore. The inhabitants, who had witnessed the distress of the unhappy mariners, crowded with all the eagerness of pillagers to the coast, dividing themselves into bands, for the purpose of taking possession of whatever might offer. Great quantities of soap, candles, cotton, thread, some wine, gunpowder, &c. became the booty of these bands. Next day the strand exhibited what might be compared to an immense fair, where the various articles were privately and publicly exposed to sale, without interference or interruption. This supineness in whoever may be looked to as the depositary of the law, and the protector of the unfortunate, must continue to affix a shameful stain on the reputation of this district. At present the dispersion and traffic of this booty to a great amount is spread far

and wide. The country jobbers, and many other persons, are busy in these dishonest and disgraceful purchases. It may well be asked, is there no yeomanry? no volunteer corps? no magistrate to interpose on behalf of the unfortunate? What will be thought of a district where such an occurrence is overlooked? I am informed, that the last vessel which foundered on this dangerous coast was a West Indiaman, and that three white men and one black drummer came to the shore alive; the former were knocked on the head; and the latter seeing the fate of his fellow-sufferers, turned about on the drum on which he floated, and, to avoid the same fate, chose to perish in the deep!

P.S. It is since ascertained, that the vessel was the brig Sophy, of Greenock, Alexander Mac Vicar, Master, bound to Halifax, with a valuable cargo.

BRAVE ACTION OF CAPTAIN GRIGNION, COMMANDER OF AN ENGLISH PRIVATEER.

In February, 1759, Captain Peter Grignion, Commander of a privateer, of St. Kitts, (consort of the Thurlow privateer, Captain Mantle,) cruising off Curacoa harbour, discovered a French schooner privateer coming in; whereupon Captain Grignion, crossing the harbour, got between the schooner and the town, when an engagement ensued in sight of the fort, and so near it, that three of the schooner's balls passed the Governor and other gentlemen, who, happening to be near the fort, were viewing the engagement. The fort was then ordered to fire on the English privateer, which it did, thirty-six shot without effect; Grignion having boarded and made prize of the schooner, and returned a low obeisance to every shot fired from the fort.

During the above engagement, the Commander of a French privateer snow (who had been beating up for volunteers at Curacoa, and had shipped near a hundred stout fellows, Dutch free negroes included,) applied to the Governor for leave to go out against the English privateer, which having obtained, a number of new volunteers immediately jumped on board. The Frenchman instantly sailed out, whom Captain Grignion perceiving, sent his prize away, and though he had but fifty hands left, waited for his formidable antagonist, who, coming up close, endeavoured several times to board him, but in vain, Grignion's sloop sailing round the Frenchman with great ease, pouring in a broadside and a volley of small arms each time. They then, at three in the afternoon, came to a close engagement, and continued till dusk, when

they lay by to refit. The fire, in a little time, was renewed on both sides with great bravery, and continued till twelve at night; they parted by consent, and Grignion pursued his cruise. During the engagement a thousand milled dollars to a hundred were laid against Grignion. The Frenchman returned next day to careen, being greatly damaged, and having a number of men miserably wounded and burnt, but would not own any killed, though many of the volunteers were missing.

ADDITION AND IMPROVEMENT TO CAPSTANS AND WINDLASSES FOR SHIPS, &C.

A PATENT for these purposes has been taken out by Mr. T. J. Plucknett, of Deptford. Mr. Plucknett's improvements apply to the surging or forcing up the messenger or rope going round the capstan, and the fleeting over, or forcing over, the cable or rope going round the windlass, and also to the holding-on, or hauling-off, the messenger or rope going round the capstan or windlass. The first improvement is intended to facilitate the winding on and off the messenger or rope, or to avoid the necessity of forcing it up, by beating it up with a mall, or other instrument, or by slackening it, which is often attended with danger, and always with loss of time. This is done by means of lifters, or small pieces of iron, about two inches square, and from twelve to eighteen inches long. These lifters are carried round with the capstan, and are worked on a circular wheel, or run in a groove in the deck, on the principle of an inclined plane. By the lifters travelling round as the capstan turns, the head of them rises under the messenger or rope, and thus gradually forces it up, so as to let in, or make room for, the succeeding turn of the rope to come upon the capstan without a possibility of its ever riding or coming over the former turns. The hoop forming the inclined plane may be made moveable, and thicker at one part of the circle, only gradually descending to the opposite part, and in that case it must be so shifted round, that the lowest parts of the plane may be at that part of the capstan where the messenger or rope is winding. The lifters go on friction-rollers, and they are both made of iron or brass, or other materials capable of bearing the stress or weight which they have to sustain. The same principle is applied to the windlass, to prevent the necessity of forcing the cable towards the ship's side, called fleeting-over. As the windlass works round on a horizontal axis, the lifters will also move in an horizontal direc-

tion at right angles, from the inclined plane, and the base of the inclined plane must be fixed on both sides of the paul-bit, for the convenience of working the anchors, with a set of lifters to each.

Another improvement applies to the holding on and hauling off the messenger or rope going round the capstan or windlass, which consists of a solid wheel, with cog-work, called a trundle, and a spindle fixed through the centre of it, secured on the deck above and below, forming an axis for it to work on. The socket holding the axis of the trundle is made in the form of a groove, to adjust the distance of the trundle from the whelps of the capstan, otherwise the spindle being confined at a certain distance from the capstan, it would only answer for one-sized rope; but by means of the groove, the distance of the trundle from the whelps may be adjusted so as to answer for any sized rope, which will be nipped by aid of a screw or lever pressing the trundle towards the capstan, by means of cog-work, &c.

To apply the improvement, the body of the capstan must be made solid, without any cavity between the whelps, otherwise the rope to come in contact with the trundle would not receive its pressure. The cog-work should be made of iron or other metal; and the diameter of the trundle must be governed by the diameter of the drum-head and paul-wheel.

IMPROVEMENTS IN THE MANUFACTURE OF CABLES, &c.

MR. JOSEPH HUDDART, of Highbury, has obtained a patent for this purpose. The improvements, described in the specification, have for their object the laying of cables and cordage by means of machinery, which consists of an axis, to the top of which is a gudgeon with holes for the strands to pass through. There are also circular planes or tables fixed to the axis, and connected together by pillars, and spole-frames, of which as many are to be used as there are strands in the cable. The axis revolves within a dead or fixed wheel, the teeth of which are connected with the counter wheels upon the circular plane or table, and these again with the spole-frame wheels. The strands being prepared, are to be wound on reels; friction blocks or clutches are connected with the axis of each reel, to regulate the tension of the strand when drawn from the reel. From the reel in each spole-plane the strand passes through a guide to direct it into the plane of the groove. The counter-wheels are to give the spoles, with the strands, a contrary motion to that of the axis, which will thereby

produce a relative motion between the plane or table and the spoles. Other means are contrived, so that equal quantities of the strand will be delivered in every revolution from each pole.

An adequate idea of this invention cannot well be obtained without a reference to the drawings which accompany the specification.

I do not allege (says the patentee,) that any single thing represented in the drawing is in itself new, or that the particular combination of any part or parts with other parts is new, supposing the same to be separately taken and considered. But what I lay claim to as my invention, is the ultimate combination of these several parts, as forming one entire machine or system of machinery, tending to the laying of cables and cordage in a manner that is to all substantial and essential purposes new.

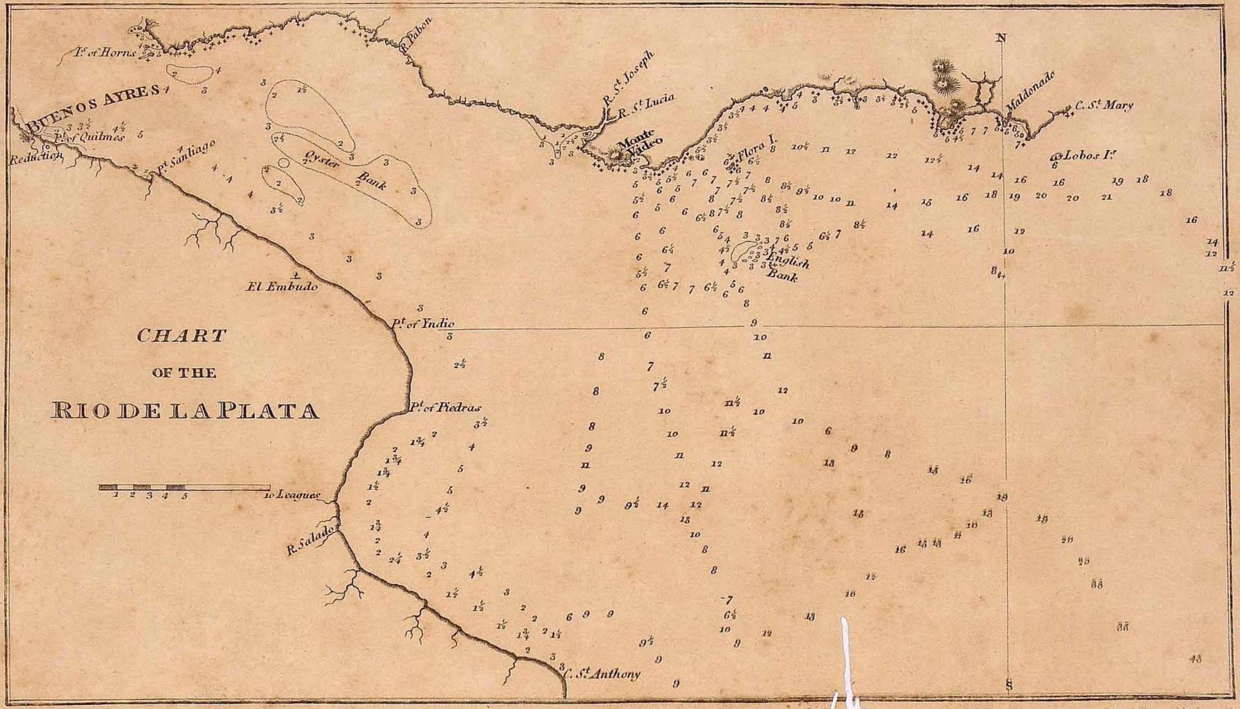
PLATE CCXVI.

THE annexed *Chart of the Rio de la Plata*, drawn and engraved by Arrowsmith, will be considered as a very proper accompaniment to the memoir of Sir Home Popham.

The Rio de la Plata, which is composed of several smaller rivers, falls into the sea in the 35th degree of south latitude. Like the Nile, the Burrampooter, the Ganges, and other rivers which are fed by tropical rains, it sometimes overflows its banks to a great extent. At such seasons, it is 210 miles broad at its mouth.

The Province of La Plata, naturally divided by the Rio de la Plata, is about 200 leagues in length, from north to south; and about 100 in breadth, from east to west. This Province, the boundaries of which are not considered as absolutely fixed, is composed of fourteen districts, or departments. That part of the country, which lies on the north and east side of the river, has not yet been delineated in any of our maps. The city of La Plata, the capital of the Province, and the see of an Archbishop, is situated in lat. 19° 30′ S., long. 19° W. of Ferro. It stands in a plain, environed by rising grounds, which screen it from the wind, from whichever quarter it may blow.

Buenos Ayres, the capital of the vice-royalty to which it gives name, is situated on the south-west side of the Rio de la Plata, and on a peninsula formed by that river, in lat. 34° 40′ south; long. 42° 5′ west of Ferro; nearly in the same latitude with the



London, Published Oct.r 31st 1806, by J. Gold, Shoe Lane, Fleet Street.

Drawn & Engraved by Arrowsmith.

Cape of Good Hope, only a little farther removed from the equator. Its scite is equally salubrious and pleasant.—The Province produces sugar canes, indigo, pimento, ipecacuanha, Peruvian bark, cochineal, cotton, and tobacco, in great abundance; together with rice, côrn, maize, flax, hemp, &c. From the rich pasturage of the colony, horses and cattle, imported by the settlers from Europe, have multiplied to an astonishing degree; a circumstance which has enabled the inhabitants to open a lucrative trade with Peru, by supplying it with cattle, horses, and mules; and to carry on a trade, equally beneficial, in the exportation of hides and tallow to Europe.

For the produce of the country, Buenos Ayres takes from Europe, in return, all sorts of hardware, carriages, sadlery, cabinet work, glass-ware, trinkets, toys, muslins, light cotton stuffs, linens, lawns, cambrics, Indian silks, ribands, ornamental feathers, fancy shoes, &c.

As a naval possession, Buenos Ayres may be considered as a place of security, and as an excellent refreshing and refitting station to our ships, in sailing round by Cape Horn, into the South Seas, and to China.

CORRESPONDENCE.

CAPTAIN YOUNGHUSBAND AND ADMIRAL COCHRANE.

WE with pleasure comply with the request of the Members of the INSURANCE ASSOCIATIONS of the Island of Barbadoes, by inserting the following communications, as they appeared in the Bridge Town Gazettes of the 22d Feb. and 15th March, 1806, which we think is much to the honour of this highly respectable Body, and could not fail of proving extremely gratifying to the feelings of the above-mentioned gallant Officers.—

Bridge Town, February 22, 1806.

Captain Younghusband, with a diligence and activity highly creditable, and which distinguish him as a very meritorious officer, has been unremitting in cruising after the enemy's privateers from the first of his being attached to the squadron in this command, and has been often successful in checking their depredations upon

our commerce. His zeal is very conspicuous, in the prompt manner with which he went to sea almost immediately after bringing in the above prizes; and having ascertained the enemy's track, has left a confident assurance of speedily returning with further trophies of his vigilance. In testimony of his already meritorious services, the two Associated Insurance Offices of this Town, duly appreciating the benefits derived to the Colony by the destruction of the enemy's privateers, unanimously voted from their respective funds, the sum of two hundred guineas for the purchase of a piece of plate, to be presented Captain Younghusband, as a mark of their regard; which was communicated to him on Wednesday by the following letter; his answer to which is subjoined:—

Barbadoes Insurance Associations,
February 19, 1806.

SIR,

THE Members of the Insurance Associations of this Island, impressed with a high sense of the many services you have rendered to the trade of the West India Colonies, by your active exertions against the enemy, have requested us to inform you, that they have voted the sum of two hundred guineas for the purpose of obtaining a piece of plate, which they hope you will have the goodness to accept of, as a mark of their esteem; and you will add to the obligation in pointing out to us in what form it would be most acceptable, in order that the necessary directions may be sent to England for having it executed.

We avail ourselves, with much pleasure, of this opportunity of expressing our wishes that your meritorious exertions in the service of your country may be crowned with every success, and that you may long live to enjoy the approbation of your King, and the esteem of your fellow-subjects.

We have the honour to be, with great respect,

SIR,

Your most obedient Servants,

LAURENCE MUDIE,
JOHN HUMPLEBY,
DAVID HALL,
GEORGE LANCASTER,
WILLIAM FODERINGHAM,
JAMES D. TUCKER.

His Majesty's Ship HEUREUX, *Carlisle Bay.*

GENTLEMEN, *February 20, 1806.*

I WANT words to express to you the pride and pleasure I felt upon the receipt of your letter, informing me you had voted me a piece of plate, for my services in this country.

To receive thanks from fellow-subjects is most pleasing; but from such a respectable body as the Insurance Associations of Barbadoes, it is doubly so; and believe me, Gentlemen, I feel it.

Whatever form the piece of plate you have done me the honour to vote me is in, it will be highly acceptable, and which I shall ever retain as a mark I have received of your approbation.

I have the honour to be,

GENTLEMEN,

Your most obedient humble Servant,

GEO. YOUNGHUSBAND.

Bridge Town, March 15, 1806.

THE Underwriters of the two Insurance Offices of this Town having unanimously voted a piece of plate, of the value of £. 500 sterling, to Rear-Admiral Cochrane, in testimony of their high consideration of his meritorious services, which have been eminently manifested during his command on this station, and particularly in the recent destruction and capture of the enemy's ships off St. Domingo; the Directors of each Office, with a deputation of the Underwriters, had the honour yesterday of waiting on the Rear-Admiral, on board the Northumberland, in Carlisle Bay, where the following Address (delivered with much effect and energy by Geo. Reed, Esq.) was presented to him:—

To the Honourable ALEXANDER COCHRANE, *Rear-Admiral of the White, and Commander in Chief of His Majesty's Squadron on the Leeward Island Station.*

WE approach you respectfully, Sir, deputed by the Members of the Associated Insurance Companies of this Island, to offer their most warm and sincere congratulations on your safe return to this station, after the recent and glorious Victory gained over the French fleet off St. Domingo; a Victory in which you bore so distinguished a part, and which must add a brilliant lustre to those laurels that you have been accustomed to wear from early youth. But the Insurance Companies, anxious, Sir, that some more solid

and lasting proof shall speak their lively attachment to your person and character, have desired us to solicit that you will honour with your acceptance, a piece of plate of five hundred pounds sterling value, and that you will condescend to point out in what shape this tribute of their high esteem will appear most agreeable to you.

"In conveying sentiments so congenial, it is highly pleasing to us to have the honour of doing so on board His Majesty's ship Northumberland, where all bear testimony of what British heroes can achieve, for the honour and defence of their country.

"We cannot take our leave of you, Sir, without the most ardent wish, that when it shall have pleased Divine Providence to check the arms of tyranny and ambition, and restore tranquillity to our parent state, you may find all earthly happiness in the sweets of peace, after the toils of long service in various climates, to promote the honour and dignity of your Country.

"GEO. REED, Jun.
JOHN HUMPLEBY,
DAVID HALL,
HENRY PARKINSON,
WM. FODERINGHAM,
GEO. LANCASTER."

Barbadoes, March 14, 1806.

The Rear-Admiral gave the following Reply to the above, which he read with strong emotions, evidently excited by so respectful a testimony of attachment to his person:—

"His Majesty's Ship Northumberland, Carlisle Bay, Barbadoes, March 14, 1806.

"GENTLEMEN,

"I feel highly gratified by your congratulations on the Victory obtained on the 6th ult. over a French squadron off the city of St. Domingo, by His Majesty's ships under the command of Vice-Admiral Sir John T. Duckworth, through whose vigilance the nation is indebted for the enemy being overtaken, and brought to action.

"Although it is particularly pleasing to me to know that the share I had in the action has met with the approbation of so respectable a Society as the Associated Insurance Companies of the Island of Barbadoes, I can with truth assure you, our success was owing to the united exertions of the squadron.

"Your offering for my acceptance a piece of plate, of the value of £. 500 sterling, as a lasting proof of your attachment, I

appreciate as I ought; but, without this flattering mark of your attention, enjoying your good opinion was to me sufficiently satisfactory.

"Accept, Gentlemen, my best thanks for your good wishes for my personal happiness:—may you all enjoy the good you so kindly wish me.

"I have the honour to be, Gentlemen, with the highest esteem,

"Your most obedient humble Servant,

"ALEX. COCHRANE."

"To the Members of the Associated Insurance Companies of the Island of Barbadoes."

The following are the Underwriters, as they stand classed at their respective Offices:—

BARBADOES' ASSOCIATION.

Barton, Higginson, and Co.
Laurence Mudie,
D. and G. Hall,
James Maxwell,
John Gordon,
Phineas Nunes,
John Humpleby,
George Crud n,
Charles Crichlow,
Hinds and Howell,
William D. Lloyd,
Jacob Lewis,
Ward Cadogan,
Alexander M'Kenzie,
William Boddan,
Thomas Beard,
David Martindale,
Michael Cavan,
John Charles Coleman,
Francis Dixon,
George Reed,
Coken and Montefiore,
Nicholas R. Garner,
Bernard Conolly,
M'Clure, Cummins, and Co.
John G. Lewis.

COCK'S ASSOCIATION.

George Lancaster,
Henry Parkinson,
Willam Taylor,
Henry S. Cummins,
William Morris,
John Heyes,
Charles Brough,
Francis Williams,
William Foderingham,
John Cock,
James Bradley,
Isaac D. Goddard,
Isaac W. Orderson,
John D. Tucker,
William Roach,
Archibald Leitch,
William Wane,
Abraham I. Nunes,
Bernard Conolly,
John P. F. Armstrong.

VOYAGE UP THE MEDITERRANEAN.

An Account of a Voyage up the Mediterranean to Athens, 1800, 1801, 1802, 1803, *in His Majesty's Ship the* BRAAKEL, *commanded by the late* CAPTAIN GEORGE CLARKE: *contained in Three Letters, written by one of the Warrant Officers of that Ship.*

[Continued from page 218.]

[Second Letter.]

MY DEAR SIR, *Sunday, September* 11, 1803.

I HAVE risen early this morning with the intention of going to Belgrade Villia, and afterwards to Boujoukdeede*; and as the master of the hotel has not my breakfast ready, I thought I would dedicate the short space, in a scribble addressed to you: hoping you will with a friendly eye peruse it, and own that mine has been a life checkered and various. I rode last Sunday to the latter place above mentioned, and could not lengthen then my journey to Belgrade, because I was engaged to dine with Captain Clarke, and a gentleman attached to the embassy, at a place called Kiahannatdader, or sweet waters; a place so delicious, so soothing to the mind, and withal so delightful, as to surpass description. Thousands of Turks of both sexes were assembled, allured there by the fineness of the day. Under a large wide spreading oak (and I should tell you by the way that we went there with the intention of passing our day, not *incognito*, but to show to a crowd of Turks how Englishmen lived, if they should have the curiosity to look at us,) was spread our snow-white table-cloth, surrounded by mats for us to sit on; and an excellent dinner was provided, with wines of all kinds, cooled by ice, by the master of the hotel living in Pera; who himself, although six miles distant, attended personally, and served us under every token of respect, and silent attention, besides two other servants, and two Janessaries: one of the latter, as customary here, waited on one knee, and had attended me on horseback, as the other had the gentlemen that went by water. Well, Sir, at four we took our seats in state, each sitting on a separate mat, exactly like tailors on a

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* A beautiful village, or rather town, situated in a fine bay on the Bosphorus; very much like our watering places. The houses line the bay regularly all round.

shop-board: two or three glasses of Champaigne soon assisted us in sitting easy.

We had been about twenty minutes seated in this manner, when a pleasure waggon, drawn by two noble oxen, drove up near, and abreast of us. The women in it were so veiled, that nothing could be seen of them but their eyes, which were fixed alternately on us and our provisions. We by no means, in consequence of this rencounter, checked our spirits; but, on the contrary, by showing the most engaging means of civility in our power, we endeavoured to excite the natural curiosity of women, and to delay their airing. They had no lords to domineer: and after they had remained in this state about five minutes, one of the ladies (probably the one, from her engaging manners, and by her taking the lead in conversation, that was the chief, or favourite, for they all belonged to one great Turk, that lived about four or five miles off,) ordered the waggoner to unyoke the oxen, and withdraw. Our friend, the person I mentioned as being attached to the embassy, was dressed as an Armenian gentleman, and was perfect master of the Turkish language. I cannot omit mentioning here, that all that was passing between us was noticed by no other part of this immense assemblage; all parties seemed to be bent on some pursuit peculiar to themselves. This friend was now beckoned to by the ladies to approach their waggon: it was to know who we were, *Kimdour on laar?* "Who are those?"—*Bon yook effendi on laar?*—"Are they great people, or noblemen?" Our friend answered, without the least hesitation, "They are lords on their travels; and Kaathanadader, on their first visiting it, so attracted their attention, appeared so rural, and at the same time so magnificent, and where the ladies appear to enjoy so much enviable happiness and liberty, that they have fancied themselves amongst the habitations of the blessed." They immediately looked towards us with a smile, opening their veils below, to the point of the nose and upwards above the eye-brows: we put our hands on our hearts, to show how great we conceived the honour done us; and we observed the smile on their countenances. Our desert at this time being on the table-cloth, I proposed offering them some; though our friend told us they could not, or probably would not, touch it, as it had been contaminated by the touch of infidels: however, a faint heart never won an English lady, much less a Turkish one; we therefore took each of us some sweatmeats and fruit, and resting the plates on the side of the waggon, being about

breast high, they commenced eating, more out of civility than appetite, and, as was easily observable, in a mode that seemed as if they wished to lengthen out the adventure. We were now so near them, and the linen over their faces was so fine, that I could easily discern their features: they were indeed beautiful, and very fair. Half an hour was spent in this way, without their seeming to show the least dislike to our prying curiosity: on the contrary, I thought their countenances beamed expressive of satisfaction. From the motion of their hands, their upper vest, or large cloak, that covered them, was unguardedly opened, so as to expose their inner dress; which was of cloth the finest I ever saw, and silk, decorated with diamonds; their long hair in a thousand braids hanging over their shoulders. After asking numberless questions, they alighted from their waggon, and by the signal of the Country, we parted: they to the side of the lake, where they sat down on the grass, and we to our bottle; not a little pleased with their frank conduct; and from having been entertained in a manner, that I have since learnt by people, who have passed their lives here, had been unheard of. A number of waggons, loaded with Greek and Armenian ladies, afterwards passed us for curiosity sake; and many made some frivolous excuse to detain their carriage for some minutes.

This pleasant place is not unlike St. James's Park; and in fine weather there are as many people in it, as in our parks of a Sunday: but the great difference appears to be, that we assemble out of a gaping curiosity to quiz, or examine each other; they to enjoy a most enviable retreat, detached from the surrounding multitude. They have their dinner brought out to them, which they eat under a tree on the side of a lake, accompanied with music, or the tricks of a juggler; and sometimes by some story from the Egyptian Nights' Entertainments, for which latter amusement they have regular professors: but although all this is done aloud, and in open day, yet no one infringes on your particular pursuit, or even stops to listen to what passes.

CORRECT RELATION OF SHIPWRECKS.

[Continued from page 232.]

No. XV.

Again the dismal prospect opens round,
The wreck, the shore, the dying, and the drown'd.

FALCONER.

NARRATIVE OF THE WRECK

OF

HIS MAJESTY'S SHIP PORPOISE,

LIEUTENANT ROBERT FOWLER, COMMANDER,

ON A REEF OF CORAL IN THE PACIFIC OCEAN, AUGUST 17TH, 1803,

And the subsequent Proceedings till the Arrival of the Crew at Canton; with a little extraneous Matter relative to the Colony of New South Wales.

BY ONE OF THE CREW.

Ille salutiferam porrexit ab æthere dextram,
Et me de rapidis pereuntem sustulit undis.

A PSALMIS BUCHAN.

HAVING given you satisfactory proof of the exact situation of the shoal, we shall now descend into particularities respecting its structure and component parts.—Coral is a remarkably pure carbonate of lime, assuming a vast variety of shapes, formed by a marine insect, and obtaining principally within the tropics. While under water it increases with great celerity; but, as soon as it comes in contact with the air, loses its vitality, and crumbles into lime. The dead coral thus continues to accumulate, till the loose pieces are collected into a body by the tide, or some adventitious cause, and keep on increasing till they rear their head above water; when by degrees they become permanently dry, and are inhabited by birds: here they repair to hatch their young in numbers, and from their exuviæ soil is quickly formed, which, from the natural warmth of temperature, produces vegetables; and this process continuing, islands are formed by consequence. Nothing could be more interestingly beautiful, than to observe the slow, but certain progress, of the formation of these banks into islands: we had, while on the reef, and on our passage to China, opportunities of observing them in all their stages; from the embryo naked and peeping out of the water, to the island swarming with animation, and enriched with vegetables. The small bank

to the westward of us, which I have already noticed in a general way, was more circumscribed in its dimensions than our own; for at high water it was all but covered, and could be scarcely said to afford an asylum to the water fowl for hatching their young. The bank on which we resided, and with which we were best acquainted, was about three quarters of a mile to the eastward of the smallest, and situated towards the lee, or northern edge of the reef, evidently thrown up by the joint influence of the tide coming over the reef from the south east or weather side, and its corresponding eddy close in with the north-west margin of the reef to leeward: of this we had striking testimony during our stay; for all accession of coral and shells came to the bank from the north-west, the point directly opposed to both wind and tide, while that part of it to the south-east (our parade) remained exactly in *statu quo*. Its length might be something more than double its breadth, and the whole circumference could not exceed a quarter of a mile. The extreme height, above the surface of the water, was somewhere about eight or nine feet, and there was no vegetable substance on it, except a few roots, very much in size, shape, and colour, like a large parsnip; they were so much trod under foot, and grubbed on, by a sow we had been able to save, and keep alive, that they never put forth leaves. Seeing the animal eat them with impunity, I had the curiosity to taste them also, and found them insipid; but of a farinaceous nature, and so extremely friable, as to be easily reduced to powder by the finger and thumb.

Turtle Island, to the east of our bank eight or nine miles, much larger, and more perfect in its formation as an island than any of the three, may be considered as the eastern extreme of the reef; but in fact is distinct of itself, being separated from the great reef by a channel of some width. This island is four times the circumference of our own, and elevated to the height of twenty feet above the level of the water: like our own, it was a nucleus, surrounded by a reef covered at high water, and could boast of giving birth to several different kind of vegetables in great plenty; they were of the succulent kind, growing in tufts like mallows, or scurvy grass, and some of them put forth yellow flowers. The soil was spungy and deep, consisting of a mixture of decayed vegetables, and the stercoraceous matter of the innumerable aquatic birds that assembled there to hatch their young. The hardness and solidity of the foundation, with the sloughiness of the soil, absorbs, and contains any rain that may fall for a length of

time: on digging, we found cisterns of water; but, as might easily be imagined, too much impregnated with the nitrate of potash to be applied even to culinary purposes, much less to be drunk. When we first put our foot on shore in this spot, we were amazed at the novelty of the scene, when compared with the one we had so lately left; never contrast was so striking, as between the bank to which we had been accustomed and this; and the short space of time occupied in reaching it, made the whole operate on the first visit like magick. The one was low, void of verdure to relieve the eye from the powerful reflection of the sun, and entirely deserted of its winged inhabitants; while the other was of the most lively green, and swarming with fowls of various kinds, to that extent, that, when they got up, a much better shade was exhibited, than could possibly be effected by the showers of Persian arrows in the straits of Thermopylæ. Every step we made, it was necessary to proceed with caution, lest we should crush their offspring; and some of the larger birds, of the gannet kind, had the hardihood to dispute the point with us as we advanced, on our approach to their nests. One is lost in wonder and astonishment, when he reflects, that from such slender beginnings, the Caribbees, the Bahamas, the Laccadives, Maldives, the myriads of islands in the Pacific and Indian Oceans, and even the half, nearly, of the vast island of New Holland, had originated.

Within the Tropics, at least around the shores where we navigated, this island has a corally base, and the whole of the gulf of Carpentaria is literally choaked up with it, which affords a presumptive proof that in the interior it is the same. At a very moderate calculation, there cannot be more than two thirds of New Holland, which has for its base, granite, or the primitive earth; and when we take into account, that the very large Malay islands, and even the Peninsula itself, together with the islands in the West Indies, the Pacific Sea, besides a number of others in various places of the globe, are all of coral; it will be found, there is not such an immense preponderance of the primitive earth, as is generally imagined; we are not as yet acquainted, whether the siliceous and argillaceous earths have any power or source of repairing their waste; we have, however, irrefragable testimony of the daily increase of the calcareous. To attempt enumerating all the known sources through which it is produced, would be equally tiresome and ridiculous; since no animal can die without contributing his quota to the general mass; all shell fish have the power

of creating it more or less, and it is no unusual circumstance to meet with some of them, whose shells outweigh the fish they envelop double and treble.

By way of elucidation, let us take for example the very large cockle which we met with on this, and on the other reefs in those seas; or, indeed, any of the bivalve shell fish; and we obtain a convincing and illustrative proof of what I have advanced; curiosity prompted us to weigh some of the larger cockles in the shell, and to weigh the shells after forced from the fish; by which we found the shell lose but little more than $\frac{1}{4}$ of the whole weight. But the insect forming the coral, exceeds every thing in its lime producing faculties: on examining a piece of live coral, you find it merely a confusedness of animation, without the possibility of demonstrating the form or shape of the creating cause; the surface is irregular and uneven, from a number of cylindrical papillæ, which are open at the end, and contain the insect; on breaking a piece of it for inspection, you are as far from your purpose as ever: all that can be discerned under the surface, is an opaque, white lime crusted over with a cellular covering, in which can be observed nothing but a glutinous substance, enclosed in a small circular cell, from which you cannot extract it, by reason of a number of radiated partitions sent off in a vertical direction from the sides, and meeting in the centre. Thus the insect is incased, each in a separate cell, and has the power of re-producing others *ad infinitum.* Layer after layer of calcareous matter is deposited, till it rises to the surface of the water, when, as I have already noticed, it dies, and crumbles into loose fragments, which are soon collected into a heap, and appear above water. The insect preserves neither any regularity in size, or exactness of shape, if we may be allowed to judge from the great variety of appearance exhibited on subjecting different pieces of coral to the test of fracture. Some are porous as a honeycomb, while others again are solid as a piece of marble; and in like manner susceptible of the highest polish, with not a trace remaining of where the insect had been. From this it would appear, there is either an immense variety of species of coral insects, or that their œconomy is wonderfully diversified. When we see a piece of coral solid and smooth, with the cells entirely obliterated, we must conclude, that the insect, while the smallest atom of it remained, had the power of coating himself over with crust to that exact degree as to leave no vacuum. You have heard much of the oriental coral, which, with pearls and rubies, in the form of simile and metaphor, has borne the burden

of all the Persian love sonnets from time immemorial. Ours was so uniformly white and substantial, that I question much if our poet Cowley, adept as he was at lugging in by the neck and shoulders an exotic simile, could have made any use of it; unless in pourtraying the buttocks of a stout west country wench. But though a sample of it had nothing prepossessing, yet viewed as a whole, it was far from deficient in beauty and grandeur. The abrupt manner in which it had emerged from the bottom; the wild irregularity of its growth, projecting sometimes so far into the water at its surface, as to give one an idea of resemblance to caves and grottoes underneath, with its sporting every where in all the beautiful mazes of landscape, and embellished by the lustre of the sun-beams in all the various shades of reflection, were objects pleasing to the eye beyond mediocrity. At low water, we could walk over great part of the reef, and enjoy those prospects; which, amongst all other things, served to pass away the hours; and if the circle of our amusements was small, it had charms, from its novelty, to enhance fruition, and preclude satiety. It behoves me now to give you a short catalogue of the fishes and fowls, which frequented the reef and its environs.

The first in rank is the whale; which was of the large black kind, with a very small fin immediately above the tail. They kept so close, in general, to leeward of the reef, that in our excursions to Turtle Island, we were sometimes apprehensive of their coming in the way of the boat; for we never visited that island, without passing close to several of them. Next to the whale was the shark, of which we saw very few; for that unwieldy fish is ill calculated for managing himself among ragged shoals of coral, beset with strong tides and currents. Whether attracted by the smell, or impelled by necessity, we received two or three visits from a very large one, close in with the bank, in a smooth-bottomed place where we used to bathe. Around the reef there were snapper, bream, and rock-fish; but we were not successful in our attempts on them with hook and line; and the bottom was too ragged, to have recourse to coercive measures by the seine. After we had resided for several weeks on the bank, we found out it contained cray-fish; but their retreats were so safe, that, except once, we never saw any of them. The discovery was fortunate, and happened one day to a young gentleman when straying about in quest of shells. He fell in with a large quantity of them, and resolving to make the most of his chance, pulled off his trowsers, which he tyed at the bottom, and crammed like a sausage with

large fat cray-fish, which, upon trial, proved a good prize: of shell fish, there was a great variety; but principally of the univalve kind. Though we saw oyster shells washed upon our bank, yet we never found them alive; and the large cockle, which we noticed in a former place, was the only one of the bivalve kind. The fish of this last is rank and unsavoury, and would require better cookery than we were masters of, to render it even tolerably palatable. We had almost all the varieties of the univalve shell fish; from the periwinkle, upwards, among the turbinated tribe; and from the cowry, (among those of an oblong shape, convex on the upper part, and flat below, with the narrow serrated mouth along the extreme length of the flat part,) up to the largest kind of spotted shell, of that shape which we daily see so much prized for the richness and beauty of their colours. That marine production, called by the Chinese tripany, and which they hold in such estimation as a luxury of the table, was scattered over the reef in abundance: in size and resemblance, it is like a large cucumber, and is a complete mass of animal gluten. Our delicate and refined stomachs knew not how to appreciate the tripany, and it lay neglected, as well as the gigantic cockle; which, however, might have come into play, had there been any necessity. Turtle Island was the market, from which we derived profit and pleasure, blended together: every trip ensured a turtle, or a boat load of eggs and birds. The gannet was of the large white kind, and the largest species of bird on the island: her eggs were of a very faint pea-green colour, which was also communicated to the white, and the yolk was of a deep orange. They were, in point of size, as large as a goose's egg, and to our palates quite as pleasant as a chicken's: the white bore a greater proportion to the yolk than we usually meet with, and was of a gelatinous nature. Besides the gannet, we had boobies, noddies, men of war, and tropic birds; but their eggs were not in such repute as the gannet's, and all our depredations were confined to them. You will perceive, that if we did not fare sumptuously, we did at least daintily. We had several times an alderman's repast, without its occasioning in any of us apoplexy; and Taheite pork, fryed up with eggs, bacon fashion, was a frequent and favourite repast. You must know, that our ship's pork had been killed, cured at, and brought from, Taheite the preceding year to New South Wales, by which means we were supplied with it for our voyage home. None of our mess were ever hungry enough to

try the sea fowl how they would eat, though many of the sailors ate them with relish.

You are now fully acquainted with every thing interesting about the wreck of His Majesty's ship Porpoise, as well as the little incidents occurring on the reef; and you will, I dare say, when reflecting coolly and deliberately on all the circumstances, agree with me in saying, it was perhaps one of the most miraculous shipwrecks that ever happened; for, from the strange coincidence of events, they bore the resemblance of harmony and arrangement, rather than of fortune and chance. Had it been possible to survey the whole reef in the face of day, with a cool and dispassionate eye, for the purpose of running a vessel ashore on it, we could not even have selected a more advantageous spot for such an undertaking. Besides the accommodation of being directly abreast of the dry bank, so much so, that we could not be nearer it; the coral was smoother, and the broken water, by consequence, less violent than any where on the weather side of the shoal. When it blew fresh, (which it generally did at the full and change of the moon,) the surf, at the short distance of 150 yards ahead and astern of the wreck, was perceptibly higher than where it lay. The time of our getting ashore, though under the disadvantages of a remarkably dark and blowing night, was in the main uncommonly propitious. It was on the eve of the spring tides, which the strong easterly winds had rendered strong and full; and at the time we struck, they had moreover flowed sufficiently, to allow the ship to get well on the margin of the reef. The paying off of the ship's head, just as we were about to take the ground, was also fortunate; as it brought the wind on the beam, by which the vessel heeled inward considerably, and enabled her to receive the whole impulse of the surf to the greatest advantage, for throwing her well up out of the reach of those succeeding. Had we been stranded on any extreme of the reef, and admitting even that the ship had not beat to pieces, it would have been an Herculean task to transport the stores to our place of refuge; but had we struck at a low time of tide, we must have gone down instantly alongside the reef, and perished to a man, for the force of the surf would have dashed us in pieces on the sharp and pointed spiculæ of the coral and shells. But the most remarkable thing is, that an old crazy ship like the Porpoise, should withstand the rudeness of the shock in the manner she did, and permit us to take every thing out of her that was not perishable by salt water; while the Cato, a stout merchant ship, went

almost instantly in pieces. At our first landing, a large beam of weather beaten wood was found on the dry bank, which we were inclined to think was of European growth and manufacture; and as from the track Peyrouse intended to make when he left Botany Bay, it was extremely probable he might have fallen a sacrifice to some of those innumerable shoals, that are scattered over those seas; we could not help considering it as having possibly belonged to the Bowssole, or Astrolable, and that we had made a very narrow escape from a similar exit. The fate of this judicious, but unfortunate navigator, who may justly be styled the French Cook, continues, notwithstanding the idle tales and marvellous paragraphs of news-monging Americans, as much involved in mystery, and as far from being ascertained, as ever. I do not pretend to assert that this was a part of his vessels, or that he perished on a bank of coral in the Pacific; but, when every circumstance is weighed, I must confess I think it wears a more feasible aspect, than the supposition of his having been roasted alive, and eaten by the savages of North America. Mankind are much more prone to paradox than plain reason; and I firmly believe, that if we had never been heard of after our sailing from Port Jackson, every conjecture, but the proper one, would have been made use of to account for our misfortunes. Such a trifling, simple affair, as being stranded on a shoal, would have been deficient in epic dignity, and a catastrophe unworthy of us. Some deeply tragical end, a little way on this side of impossibility, would have been substituted, for what was natural, and according to the common course of things.

It is somewhat singular, that the greater part of reefs, and islands formed of them by mere increase of growth and deposition, run in a north and south direction: for instance, the Maldives, Laccadives, Lord Mulgrave's Range, the whole chain of reefs along the coast of New South Wales, and the Parazells; (though I have strong reason to suspect their being so extensive as generally represented;) besides many others, too insignificant to merit particular mention. Those large, high islands, in the East and West Indies, though of a corally base, deviate from this rule; because there are many unequivocal proofs (none more so, surely, than the frequency of earthquakes among many of them,) of their having been thrown up by some violent subterraneous convulsion. Such islands are quite different to those of progressive growth; and we do not expect any thing like regularity among them; though in the islands of Sumatra, Madagascar, and Formosa, with

the Carribbees, we see this rule hold. Any one given to theorise, has a fertile field for exercising his ingenuity, in tracing the cause to some plausible origin.

(To be continued.)

NAVAL LITERATURE.

A Short Account of MASSEY'S *Patent Log, and Sounding Machine, with the Opinions of several Captains in the Navy, Merchants' Service, and Pilots, who have made practical and experimental Trials with them. By One of the Proprietors.*

Second Appendix to the Account of MASSEY'S *Patent Log, and Sounding Machine, &c.*

FROM the "*Observations*" prefixed to the former of these tracts, we understand, that "the Perpetual Log measures the whole distance a ship sails, under all the vicissitudes to which the winds and waves are liable, with a degree of accuracy scarcely to be expected. It steadily preserves its reckoning during the most impetuous gusts, or the most tremendous seas.-------------------The Sounding Machine will give the true perpendicular depth, under circumstances where the common lead cannot be used with even a hope of measuring with sufficient accuracy on which to found a reasonable conjecture of the true depth; and when a ship's way does not exceed five or six miles an hour, certain accurate soundings may be obtained from 50 to 60 fathoms, and by slackening the rate of sailing to any practical depth, without relying on the uncertain sensation of a piece of lead striking the bottom of the sea, and without any regard to the quantity of line paid out."

It is now upwards of three years, since we presented to our readers a description of the Sounding Machine here spoken of*; and, within that period, we find that a number of experiments have been made, both on the Sounding Machine and the Log, which fully justify the account which is here given of their respective properties.

It appears that the Log tows with uncommon lightness; that it makes no difference in its working, whether the ship has only

* *Vide* NAVAL CHRONICLE, Vol. X, page 191.

steerage way, or is going at any faster rate; nor does a current at all impede its action. With respect to the Sounding Machine, Captain Cummins of Liverpool states, that he could, *by himself*, get soundings with it three times for the common lead's once; having made the experiment, the common lead on one side of the ship, and the Patent on the other.

Both of the instruments have been tried on board of His Majesty's gun-brig Vixen, and in several merchantmen, where they gave complete satisfaction; and, from the various testimonials which have been given in their favour, there seems to be no reason to doubt of their general utility.

Naval Poetry.

The heart's remote recesses to explore,
And touch its Springs, when Prose avail'd no more.

FALCONER.

SIR PATRICK SPENS.

(*From* WALTER SCOTT's *Minstrelsy of the Scottish Border, Vol. III, page 60.*)

ONE edition of the present Ballad is well known; having appeared in the *Reliques of Ancient Poetry*, and having been inserted in almost every subsequent collection of Scottish Songs. But it seems to have occurred to no Editor, that a more complete copy of the Song might be procured. That with which the public is now presented, is taken from two MS. copies, collated with several verses, recited by the Editor's friend, Robert Hamilton, Esq., Advocate. But even with the assistance of the common copy, the Ballad seems still to be a fragment. The cause of Sir Patrick Spens' voyage is, however, pointed out distinctly; and it shows, that the Song has claim to high antiquity, as referring to a very remote period in Scottish history............The unfortunate voyage of Sir Patrick Spens may really have taken place, for the purpose of bringing back the Maid of Norway to her own kingdom; a purpose which was probably defeated by the jealousy of the Norwegians, and the reluctance of King Erric. I find no traces of the disaster in Scottish history; but, when we consider the meagre materials whence Scottish history is drawn, this is no conclusive argument against the truth of the tradition. That a Scottish vessel, sent upon such an embassy, must, as represented in the Ballad, have been freighted with the noblest youth in the

kingdom, is sufficiently probable; and having been delayed in Norway till the tempestuous season was come on, its fate can be no matter of surprize. The Ambassadors finally sent by the Scottish nation to receive their Queen, were Sir David Wemyss, of Weymyss, and Sir Michael Scot, of Balwearie; the same, whose knowledge, surpassing that of his age, procured him the reputation of a wizzard. But, perhaps, the expedition of Sir Patrick Spens was previous to their embassy. The introduction of the King into the Ballad seems a deviation from history, unless we suppose, that Alexander was, before his death, desirous to see his grandchild and heir.

The Scottish Monarchs were much addicted to "sit in Dumfermline town," previous to the accession of the Bruce dynasty. It was a favourite abode of Alexander himself, who was killed by a fall from his horse in the vicinity, and was buried in the abbey of Dumfermline.

There is a beautiful German translation of this Ballad, as it appeared in the "Reliques," and in the "Volk-lieder" of Professor Huder, an elegant work, in which it is only to be regretted, that the actual popular songs of the Germans form so trifling a proportion.

The tune of Mr. Hamilton's copy of Sir Patrick Spens is different from that to which the words are commonly sung; being less plaintive, and having a bold nautical turn in the close.

SIR PATRICK SPENS.

THE King sits in Dumfermline Town,
Drinking the blude-red wine;
"O* whare will I get a skeely skipper †,
To sail this new ship of mine?"

O up and spake an eldern Knight,
Sat at the King's right knee,
"Sir Patrick Spens is the best sailor,
That ever sail'd the sea."

Our King has written a braid letter,
And seal'd it with his hand,
And sent it to Sir Patrick Spens,
Was walking on the strand.

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* In singing, the interjection, O, is added to the second and fourth lines.

† *Skeely Skipper*—Skilful Mariner.

"To Noroway, to Noroway,
To Noroway o'er the faem;
The King's daughter of Noroway,
'Tis thou maun bring her hame."

The first word, that Sir Patrick read,
Sae loud loud laughed he;
The neist word, that Sir Patrick read,
The tear blinded his e'e.

"O wha is this has done this deed,
And tauld the King o' me;
To send us out, at this time of the year,
To sail upon the sea? *

"Be it wind, be it weet, be it hail, be it sleet,
Our ship must sail the faem;
The King's daughter of Noroway,
'Tis we must fetch her hame."

They hoysed their sails on Monenday morn,
Wi' a' the speed they may;
They hae landed in Noroway,
Upon a Wodensday.

They hadna been a week, a week,
In Noroway, but twae,
When that the Lords o' Noroway
Began aloud to say,

"Ye Scottishmen spend a' our King's goud,
And a' our Queenis fee!"
"Ye lie, ye lie, ye liars loud!
Fu' loud I hear ye lie.

"For I brought as much white monie,
As gane † my men and me,
And I brought a half-fou ‡ o' gude red goud,
Out o'er the sea wi' me.

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* By a Scottish act of Parliament it was enacted, that no ship should be freighted out of the kingdom, with any staple goods, betwixt the feast of St. Simon's Day and Jude, and Candlemass. James III, Parliament 2d, chap. 15. Such was the terror entertained for navigating the North Seas in winter.

† Gane—suffice.

‡ Half-fou—the eighth part of a peck.

"Make ready, make ready, my merrymen a'
Our gude ship sails the morn."
"Now, ever alake, my Master dear,
I fear a deadly storm!

"I saw the new moon, late yestreen,
Wi' the auld moon in her arm!
And if we gang to sea, Master,
I fear we'll come to harm."

They hadna sailed a league, a league,
A league but barely three,
When the lift grew dark, and the wind blew loud,
And gusty grew the sea.

The ankers brak, and the topmasts lap,*
It was sick a deadly storm;
And the waves came o'er the broken ship,
Till a' her sides were torn.

"O where will I get a gude sailor
To take my helm in hand,
Till I get up to the tall top-mast,
To see if I can spy land?"

"O here am I, a sailor gude
To take the helm in hand,
Till you go up to the tall top-mast;
But I fear you'll ne'er spy land."

He hadna gane a step, a step,
A step, but barely ane,
When a bout flew out of our goodly ship,†
And the salt sea it came in.

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* *Lap*—sprang.

† I believe a modern seaman would say, a plank had started, which must have been a frequent incident during the infancy of ship-building. The remedy applied seems to be that mentioned in "Cooke's Voyages," when, upon some occasion, to stop a leak, which could not be got at in the inside, a quilted sail was brought under the vessel, which, being drawn into the leak by the suction, prevented the entry of more water. Chaucer says,

"There n'is no new guise that it na'as old"

"Gae, fetch a web o' the silken claith,
  Another o' the twine,
And wap them into our ship's side,
  And let na the sea come in."

They fetched a web o' the silken claith,
  Another of the twine,
And they wapped them round that gude ship's side,
  But still the sea came in.

O laith, laith, were our gude Scots lords
  To weet their cork-heel'd shoon!
But lang or a' the play was play'd,
  They wat their hats aboon.

And mony was the feather-bed,
  That flattered on the faem;
And mony was the gude lord's son,
  That never mair cam hame.

The ladyes wrang their fingers white,
  The maidens tore their hair,
A' for the sake of their true loves;
  For them they'll see na mair.

O lang, lang, may the ladyes sit,
  Wi their fans into their hand,
Before they see Sir Patrick Spens,
  Come sailing to the Strand!

And lang, lang, may the maidens sit,
  Wi their goud kaims in their hair,
A' waiting for their ain dear loves!
  For them they'll see na mair.

O forty miles off Aberdeen,†
  'Tis fifty fathom deep,
And there lies gude Sir Patrick Spens,
  Wi' the Scots lords at his feet.

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* *Flattered*—fluttered, or rather floated, on the foam.

† *O forty miles off Aberdeen.* This concluding verse differs in three copies of the Ballad, which I have collated. The printed edition bears,

"Have owre, have owre to Aberdour;"

and one of the MSS. reads, "At the back of auld St. Johnstowne Dykes." But in a voyage from Norway, a shipwreck on the north coast seems as probable as either in the Frith of Forth, or Tay; and the Ballad states the disaster to have taken place out of sight of land.

NAVAL HISTORY OF THE PRESENT YEAR, 1806.

(*September—October.*)

RETROSPECTIVE AND MISCELLANEOUS.

A NEW impulse has at length been given to the war, which we have so long carried on for the defence of liberty and of civilized society, in the conduct and admirable declaration of the King of Prussia; and we sincerely hope, that this Monarch, who is at length awakened to a due sense of the desolating character of the French, will not be found to have taken his measures too late to produce the desired effect.

Should it indeed appear, that the brave soldiers of Frederick have been overpowered by the slaves of the sanguinary Despot, we trust, like that renowned Monarch, they will return with renewed spirit and experience to the field of battle. Troops, however brave, which have been long at peace, may at first give way, and even be defeated, by the horde of Marauders, who have long existed by rapine and plunder. But the good cause of justice, and of patriotism, will at length, under the providence of God, stop the mad career of usurpation: in the interim, it becomes all true Britons to remember the words with which our aged and beloved Monarch concludes his late declaration—"That, in asserting the rights, and upholding the dignity of the British Empire, they defend the most powerful Bulwark of the Liberties of Mankind."

It appears also from this declaration* of His Majesty, that the first offer of negotiation came from the enemy; and that the basis mutually accepted for the negotiation, was the state of actual possession, with a distinct declaration, that the King's German dominions should be restored. France departed from the original basis, advanced unreasonable pretensions, and instead of manifesting any disposition to make a peace, showed only a disposition to over reach.

In the appointment of Mr. T. Grenville to the head of the Board of Admiralty, the Profession at large may have every thing to hope for. This Gentleman has been long the confidential friend of Lord Spencer.

Our late attack upon Boulogne is thus mentioned in the French papers.—"In the night between the 8th and 9th of October, the English made an attempt on Boulogne with a new species of infernal machines. If they wished to make a noise, they succeeded; for all the letters agree that there was a dreadful clatter, but they also state, that no person was killed or wounded. Two houses were very much, and several others slightly, damaged."

According to advices received at the Admiralty by a Post Office express, October 22, the squadron of Admiral Guilleaumez has been nearly destroyed by the same dreadful gale in which the ships under Sir R. Strachan suffered so severely.

SEA MARK.

One of the finest light-houses in Great Britain is now erecting at Flamborough Head, under the direction of Mr. Wyat, the Architect. The duties to Government are calculated at 2000l. a year.

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* See page 344.

Extract of a Letter from an Officer of his Majesty's Ship Neptune.

Spithead, October 25, 1806.

His Majesty's ships, Neptune and Minotaur, left Lord Collingwood's fleet, off Cadiz, on the 27th ult. with 22 sail of merchant vessels, and light transports, from Messina and Malta. The fleet off Cadiz consists of the following ships:—Ocean, Lord Collingwood, Queen, Admiral Purvis, Tigre, Orion, Zealous, Ajax, and Saturn. The Swiftsure and Standard joined his Lordship the day we left it, from a six weeks' cruise off Lisbon; and the Athenian, Captain Giffard, from Malta. The Active and Niger frigates were cruising close to Cadiz.

The enemy's fleet consists of 12 sail of the line, amongst which are five Admirals. They are, by every account we received, much in want of seamen. Lord Collingwood's fleet is in a high state of health, and good discipline. Another meeting is devoutly wished for, by both officers and men, which will relieve them from a tiresome state of blockade. Of the result there can be but one opinion, from the *iron-nerved* Admiral, Lord Collingwood.

A Court Martial assembled on board his Majesty's ship Minotaur, from Sept. 16, to Sept. 22, on Captain John Oakes Hardy, of his Majesty's ship Zealous, on charges preferred against him by Lieutenant Charles Stewart, Second Lieutenant of that ship, viz. for Drunkenness, Tyranny, and Oppression. Rear Admiral Purvis, President; and the following Captains Members:—Captains Pender, Freemantle, Hallowell, Lord A. Beauclerc, Mansfield, Codrington, Thomas, and Pilfold. The charge of Drunkenness being fully proved, he was *dismissed his Majesty's Naval Service.* Captain Hardy was fully acquitted of the charges of Tyranny and Oppression. Captain H. is a passenger on board this ship.

We have much pleasure to communicate the arrival, on board his Majesty's ship Neptune, of that accomplished Nobleman Lord Viscount Valentia, in good health, on his return from India, by the way of Suez, with his Secretary, Mr. Salt, after nearly five years absence from England, in various parts of India. His Lordship made several months stay in the Red Sea, and the adjacent sea coasts; and has made some valuable charts of those different places. His Lordship had, by order of the Government of India, the Panther, (Company's cruiser,) Captain Court, to assist him. Mr. Salt, his Lordship's Secretary, made an excursion into Abyssinia, with Major Aundle, of the Hon. Company's service, as far as the capital Gondar. Lord Valentia's state of health, at this period, could not permit him to accompany Mr. Salt. The public will be exceedingly gratified by much valuable information, collected by his Lordship, during this long, laborious, and laudable research. A young Abyssinian Prince is in his Lordship's suite, who is a near relation of *Negade Ra Mahomet,* one of the principal Officers of State, so often mentioned by that celebrated traveller the Abyssinian Bruce, as being his friend. This young Prince appears possessed of great natural endowments, and anxious to become acquainted with the manners and customs of Great Britain.

Captain Charles Watson, Agent for Transports, is on board the Monarch. The squadron at Carthagena, are 9 sail of the line; they seldom venture to come out of that harbour. Sir Sydney Smith, when we last heard from him, was at Policastro. The Endymion is gone to Constantinople; a squadron of five sail of the line are cruising in the Adriatic.

WEST INDIA INTELLIGENCE.

Barbadoes, August 26, 1806.

The Master of an American sloop from Dominica, arrived here yesterday, informs, that on the 16th instant the American schooner Hope, Captain Stanhope, from New London, 25 days, arrived at Roseau, having on board five French prisoners, three secured on the deck, and two fastened down the fore-scuttle; of whose falling into his possession and detention he gave the following account:—On the 12th instant, in lat. 18. long. 58. the Hope fell in with two French line of battle ships and a frigate, standing to the Northward, and was brought to by one of the ships of the line, which understanding he was bound to Barbadoes, took four of his hands out, and sent on board the Hope a French officer and four men, giving the officer charge of some dispatches, and ordering her to Martinique. On

the 15th, having arrived off Trinity Harbour, the officer and one of the men went below, and the three others being indolently lying on deck, Captain Stanhope conceived the design of retaking the schooner, and consulting with his Mate and people, one of them clapped the scuttle over, while himself and Mate secured those on deck, and immediately hove the vessel about, and bore away for Dominica, where they safely arrived the next day.—This account, thus minutely stated, is unequivocally given by the Master of the sloop Friendship, who left Dominica on the 21st instant, was there when the Hope arrived, conversed with the Master of her, saw the Frenchmen landed, and learnt that the dispatches which the officer had been charged with were secured, and given to General Dalrymple, commanding there. He adds, that the French officer had a considerable sum of money concealed on his person, but finding no disposition to plunder him, he shewed it, and undisguisedly stated that it was the result of many valuable prizes made by the squadron. That they sailed in company with Jerome Bonaparte from Brest about ten months ago, but soon after parted company, and had never seen his squadron since. These ships were bound to Martinique, but seemed to intend to cruise in the latitude before they proceeded there.

PARTICULARS OF THE FLEET FROM JAMAICA.

FOUNDERED.

Ships.	*Masters.*	*Where bound.*	*Tons.*	*Men.*	*Crew saved.*
Pallas	J. Goodwin	London	233	12	only one
Rashleigh	Wettelville	Ditto	232	11	all.
Forty-second	Stephenson	Ditto	266	12	only one
Ann	E. Stewart	Ditto	220	11	all.
Coverdale	T. Thatcher	Ditto	385	25	all.
Nutwell	J. Dodds	Ditto	426	29	all.
Herculean	C. Simmons	Ditto	646	25	22.
Frances	W. Hall	Ditto	326	16	all.
Exeter	A. Smellie	Ditto	503	22	2.
Erin	J. Phillips	Dublin	290	18	none.
Achilles	D. Douglas	Greenock	267	14	all.
African	C. Sanders	Liverpool	374	20	11.
Cumberland	Simpson	Leith	——	——	—
			Tons, 4419		

Seventy people drowned, exclusive of passengers.

The Cora, William Coppinger, 135 tons, and the Sally, T. Williams, 263 ditto, bound to London, were abandoned by their crews during the gale, and reported to have foundered. They have both been since found at sea, and the former carried into Philadelphia. It is not improbable that some of the others may yet be heard of.

The Union, Bruce, bound to Greenock, is put into Virginia, dismasted. The Jane, Coppins, bound to London, sprang a leak during the gale, and bore away for America. Seven sail, bound for America, parted for their destinations: four of them known to be arrived. The Minorca, ——, for London, parted off the Havannah.

Thirteen parted during the gale, seven of which have arrived, and five remain unaccounted for; viz. Jean, White, 184 tons; Concord, Read, 315 tons; Actæon, Gordon, 260 tons; Pursuit, Montgomery, 302 tons; bound to London; and Aurora, M'Kinlay, 267 tons, for Glasgow.

Recapitulation.—Thirteen foundered, two abandoned, two gone to America, seven parted, bound to America; one parted without leave, seventy-one arrived, with Franchise and Penguin, seven arrived before, five unaccounted for; one, Carmarthen, for London, put into Bermuda. Total, 109.

Captain Dashwood speaks in terms of the highest commendation of Captain M'Donald of the Sheddons, Atkins of the Ann, Fowler of the Cæsar, Forster of the Parkins (all pendant ships): Musson of the William Dent, Renton of the Alfred, and Palmer of the St. George. He however makes very different mention of the conduct of some other Captains.

Advices were on 23d October received at the Admiralty from Plymouth, (by the arrival of the Moselle sloop,) announcing the destruction of l'Impetueux, of 74 guns, one of the French squadron under the command of Admiral Willeaumez, which had so long eluded the vigilance of our cruisers. It appears that the dreadful gale of wind, by which Sir R. Strachan's squadron sustained so much damage, was likewise destructive to that of Admiral Willeaumez, from which Jerome Bonaparte had the good fortune to separate himself some time before. One of the enemy's ships, the Castor of 74 guns, went down in the storm, and every soul on board perished: the remainder of the squadron were dispersed. Three of them, all of the line, endeavoured to make the Chesapeak, but Sir R. Strachan's squadron coming up at the time, the Bellona and Belleisle fell in with l'Impetueux, and, after a running fight, drove her on shore near the Chesapeak. The line of battle ships not being able to approach sufficiently near, the Melampus frigate was sent in to destroy her, which she completely effected, making the crew prisoners. While the Melampus frigate was engaged in this service, the Patriot and Eole, of 74 guns each, hove in sight, to which the Bellona and Belleisle gave chase; but they succeeded in getting into the Chesapeak, where they are at present blocked up, and from which there is no probability of their ever escaping. Admiral Willeaumez's ship, the Foudroyant, got into the Havannah in a most disabled state; and the Valeureuse frigate, of 44 guns, has arrived at Philadelphia. The whole of Willeaumez's squadron are thus accounted for. After the late hurricane, the Cæsar, of 80 guns, Sir R. Strachan's flag-ship, with the Triumph, put into Fayal. Sir Richard shifted his flag to the latter ship, and sailed again for the American coast. Accounts have also been received of the Cæsar having since arrived at Halifax.

The following article from an American paper shews the condition of the Foudroyant, Admiral Willeaumez's flag-ship, before his getting into the Havannah:—

Boston, Sept. 9.

Capt. Tripp, from Grenada, arrived at quarantine, informs, that on the 21st of August, in lat. 26. 19. long. 66. 39. seeing a ship dismasted, with sheers up to set a topmast, with English colours hoisted half-mast, he bore down for her, while another schooner to leeward hauled up for her. She proved to be a French 84, having lost her rudder, masts, and bowsprit, and having 700 men on board. The Frenchman ordered Capt. T. to send his boat on board, which he did, and was surprised to see it return soon after full of men armed, who brought a tow-line on board, and made it fast to his mainmast. Capt. T. told them it would tear his vessel to pieces, but he was not heeded. The other vessel, which was commanded by Capt. Grazier, of Boston, then came up, having two officers and five Frenchmen on board. They stood W. S. W. and were very nigh getting foul of the man of war, and would, had not Capt. T. cut the hawser. Capt. T.'s sails were torn in pieces, and the Frenchmen, consisting of a Lieutenant, Midshipman, and six men, took command of the vessel; and mistrusting he intended making a push, hove about the ship. The captains of the schooners went on board the ship, to find out where they intended going, but could obtain no intelligence, only they wanted to keep the ship's head west. They had about 60 fathoms of cable struck out of the ward-room a-stern, but nobody tended it to steer the ship; they had got up main and fore-spar-masts, but two-thirds of the men were lying between decks. One of the crew, who could speak English, told Capt. T. they were going to make sail, and take him in tow, hand his sails, and steer by him; and that if they could not do any thing with the ship, they were coming all on board the vessels, which could not hold them with swept holds. Capt. T. then returned to his vessel, amused the Lieutenant, and made preparations for retaking his vessel, and pursuing his voyage. Four of the Frenchmen were put down in the hold, and Capt. T. taking the command of the quarter-deck, drove the officer below. In the contest, Capt. T.'s mate was pulled nearly half way down the hold by the Frenchmen; but his men hauled him back, fastened the hatches down, hoisted out the long-boat, drove them into it singly, let them go for the ship, and then made sail to get out of gun-shot.

The above ship was Admiral Willeaumez's flag-ship, Foudroyant.

EXECUTION OF A MUTINEER.

On Friday, October 17, a signal gun was fired on board the Salvador del Mundo, flag-ship, in Hamoaze, and the yellow flag hoisted as a signal for an execution. Wood, the Hermione's mutineer, after praying some time in his birth with the Chaplain of the ship, at eleven o'clock was led forth for execution along the gang-way, to a platform erected on the forecastle. He was attended by the Clergyman and Provost-Marshal; when he came to the platform, the rope was reeved round his neck, and after praying some time, the fatal bow gun fired, and he was launched into eternity. He persisted in his innocence of the crime for which he was going to suffer, but said he deserved death for his other crimes, which were numerous. He appeared very penitent, and declared he died in peace with all mankind. After hanging the usual time, his remains were lowered down into a shell, and carried a-shore for interment. All the boats of the fleet, manned and armed, attended the execution.

EAST INDIA INTELLIGENCE.

Yesterday evening, October 27, at eight o'clock, a passenger arrived at the India House, announcing the arrival in the Downs of the Surat Castle and Dorsetshire, from China. They sailed from Penang, in company with the Ganges and Warren Hastings, and parted from them a few days afterwards. They arrived at St. Helena on the 6th of August, and sailed from thence on the 7th of September, under convoy of the Antelope frigate, and in company with the following whalers: Venus, Greenwich, Kitty, Maitland, Commerce, Eliza, Charming Kitty, and another, name unknown; which vessels are likewise arrived. The above ships lay at St. Helena upwards of a month, waiting the arrival of the Warren Hastings and Ganges: during that time Colonel Lane, who was present at the capture of Buenos Ayres, arrived there from the Cape of Good Hope, and reported, that an American vessel had arrived a few days previous to his sailing, with advice that the Warren Hastings had fallen in with the Anacreon French privateer, in lat. 10°. 8'. long. 70. W. and after an action of two hours and an half, had struck, and was taken possession of. The Warren Hastings was richly laden from China, and one of the largest ships in the service.

A memorial has been presented to the Lords of the Treasury by an agent in London, of a Spanish Company, called the Philippine Company, stating, that the dollars brought to England in the Narcissus frigate, from Buenos Ayres, were not the property of the Spanish Government, but private property, and only deposited at Buenos Ayres for the convenience of trade; and praying that they might be restored. The matter is under consideration.

On Monday, 29th September, the Grasshopper sloop of war was launched from Messrs. Richards' Yard, at Hythe. She is come into Portsmouth harbour to be fitted for commission.

FATAL DUEL.

Sunday morning, 12th October, a duel was fought near the Obelisk, Mount Edgecumbe, by a Mr. Armstrong, Midshipman of His Majesty's ship Prince of Wales, and a Mr. Long, Midshipman of the Resistance frigate, which lately sailed from Plymouth. His antagonist's ball entered his right side, and it is thought lodged in his left shoulder. This circumstance took place at half past eight o'clock in the morning, and was not made known till three in the afternoon, when the Port Admiral ordered search for the deceased. He was found lying on his back, his hat on, his pockets turned out, and a cane lying across his arm. His second, Mr. ——, Midshipman of the Monarch, had left him immediately after the fatal ball was fired, and returned to dock with Mr. Armstrong and Mr. Wells, of the Prince of Wales, his second.—The dispute originated at a common hop in Pembroke-street, where Armstrong wanted to put out the lights, while the deceased was dancing with his girl; high words arose, and they immediately adjourned to an inn, where the challenge was settled. Mr. Long was a youth of engaging manners, about eighteen years old, and it is said was related to the Duke of Montrose. A strict search is making after the parties, who, it is supposed, are gone on board their respective ships.

DECLARATION.

THE Negotiations in which His Majesty has been engaged with France having terminated unsuccessfully, His Majesty thinks proper to make this public declaration to his subjects and to Europe, of the circumstances which have led to an issue which His Majesty deeply regrets. He has no object nearer to his heart than the conclusion of a secure and permanent peace. He laments the continuance of a war affecting the happiness of so many nations, and which, even amidst all the successes that attend his arms, is so burthensome to his faithful and affectionate people. But he is confident that there can arise on this occasion no other sentiment, either in his own dominions, or in any part of Europe, than that of an increased conviction, that the restoration of general tranquillity is retarded only by the injustice and ambition of the enemy.

The French government, unsatisfied with its immense acquisitions on the continent, still openly perseveres in a system destructive of the independence of every other power. War is pursued, not for security, but for conquest; and negotiations for peace appear to be entered into for no other object than that of deluding the neighbouring powers into a state of false security, while France is herself preparing, arranging, and executing her unremitted projects of encroachment and aggression.

Her conduct in the recent discussions has afforded but too many proofs of this disposition.

The negotiation originated in an offer made by the French government of treating for peace on the basis of actual possession, which was stated to admit of mutual compensation; and a distinct assurance was added, that His Majesty's German dominions, which had been attacked without even the pretence of any cause of hostility, should be restored.

Such a proposal appeared to His Majesty to afford a just foundation for negotiating: it was therefore accepted with this reserve, that the negotiation should be conducted by His Majesty in concert with his Allies.

No sooner had this basis been mutually admitted, than it was departed from by the enemy, and that too in points of so great importance as to call for an immediate declaration on the part of His Majesty, that unless the principle proposed by France herself were adhered to, the communications which had been opened between the two governments must at once be closed.

This produced new professions of the disposition of France to make considerable sacrifices for the attainment of peace, if the discussions were suffered to proceed: at the same time that a difficulty was started on account of the want of full powers in the person entrusted by His Majesty with this communication. Steps were thereupon taken by His Majesty for opening a regular negotiation by Ministers duly authorized, in order to ascertain, in a manner the most satisfactory and authentic, whether peace could be obtained on terms honourable to the King and his Allies, and consistent with the general security of Europe.

During these proceedings, a Minister sent by the Emperor of Russia to treat for the same important object, in concert with His Majesty's government, was induced, by the artifices of the enemy, to sign a separate treaty, on terms equally repugnant to the honour and interests of His Imperial Majesty.

Unmoved by this unexpected event, the King continued to negotiate precisely on the same principles as before. He relied, with a confidence which experience has amply justified, on the good faith and steadiness of an Ally, in concert with whom he had begun to treat, and whose interests he had maintained throughout with the same firmness as his own.

The French government, on the contrary, elated by this advantage, of which it boasted as equal in importance to the most decisive victory, departed in every conference more and more widely from its own offers and engagements. Not only did it take upon itself to change at its own will the basis of the negotiation with Great Britain, but violated, in points still more important, every principle of good faith with Russia. The chief inducement offered to that power as the price of all the sacrifices extorted from her Minister, had been the preservation of Germany: yet, before the decision of Russia on this treaty could be known, France had already annihilated the whole frame and constitution of

the German empire; had reduced under her own yoke a large proportion of the states and provinces of Germany; and, not content with this open contempt of obligations so recently contracted, had, at the same time, instigated the Porte to measures directly subversive of her subsisting engagements with Russia.

While such a conduct was pursued towards His Majesty, towards his Allies, and towards all independent Powers, there appeared so little hope of any favourable issue to the negotiation, that His Majesty's Plenipotentiaries demanded their passports to return to England.

This demand was at first eluded by an unusual and unexplained delay; and the French government afterwards, by some material concessions, accompanied with intimations that others of still greater consequence might be the result of further discussion, procured a renewal of the conferences, which were protracted from day to day, till at length it was announced at Paris that the Emperor of Russia had indignantly rejected the unauthorized and separate treaty signed by his Minister.

In consequence of this important event, the strongest assurances were given to His Majesty's Minister that France was now prepared to make sacrifices to a great extent, in order, by securing peace with Great Britain, to re-establish the tranquillity of the world.

The object of these assurances appeared however to be, that of engaging His Majesty in a separate negotiation, to the exclusion of his Allies; a proposal which His Majesty had rejected in the outset, and which he could still less admit of at a time when the conduct of Russia had imposed on him an increased obligation not to separate his interests from those of so faithful an Ally. To these insidious overtures, His Majesty steadily refused to listen; but he took the most effectual method to avoid all appearance of delay, and to accelerate, if possible, the favourable issue of the negotiation. The confidential intercourse which he had constantly maintained with Russia, enabled His Majesty to specify the terms on which peace with that Power might be obtained; and his Minister was accordingly instructed to state to France, in addition to his own demands, those of his Ally, to reduce them into distinct articles, and even to conclude on those grounds a provisional treaty, to take effect whenever Russia should signify her accession.

This form of negotiating was, after some objection, acceded to by France; terms were now offered to His Majesty more nearly approaching than before to the original basis of negotiation; but these were still far short of what His Majesty had uniformly insisted on, and was now more than ever entitled to expect; and the decisive rejection of the just demands of Russia, as well as of the conditions proposed by His Majesty in behalf of his other Allies, left to His Majesty no other course than that of ordering his Minister to terminate the discussion and return to England.

The foregoing short and simple exposition of facts stands in need of no comment. The first overtures which led to negotiation were made by the enemy, and they were accepted by His Majesty in the sincerest spirit of peace. Every opening which seemed to afford the most distant prospect of accommodation has been anxiously embraced, nor was the negotiation finally broken off, while any hope of a favourable issue could be entertained. His Majesty's demands were uniformly just and reasonable; directed to no objects of personal aggrandizement, but to such only as were indispensably required by the honour of his Crown, his engagements to his Allies, and a due consideration of the general interests of Europe.

It is with heartfelt concern that His Majesty contemplates the continuance of those evils always inseparable from a state of war; but it is with his enemies that this awful responsibility rests; and for the issue of the contest, His Majesty trusts, with confidence, to the justice of his cause; to the resources and bravery of his people; to the fidelity of his Allies; and, above all, to the protection and support of the divine Providence.

In contributing to the great efforts which such a contest must unavoidably require, his faithful and affectionate subjects will not forget that all their dearest interests are at stake, that no sacrifices they can be called upon to make, are to be compared with the certain disgrace and ruin of yielding to the injurious preten-

sions of the enemy; that with the inviolable maintenance of the good faith and public honour of their Country, its prosperity, its strength, and its independence, are essentially connected; and that in asserting the rights, and upholding the dignity of the British Empire, they defend the most powerful Bulwark of the Liberties of Mankind.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

[Continued from page 263.]

ADMIRALTY OFFICE, OCT. 4, 1806.

Copy of a Letter from Sir Charles Cotton, Bart., Vice-Admiral of the Red, to William Marsden, Esq., dated on board His Majesty's Ship San Josef, off Ushant, September 30, 1806.

SIR,

I HAVE the honour to transmit you, for the information of the Lords Commissioners of the Admiralty, a copy of a letter I have just received from Rear-Admiral Sir Thomas Louis, informing me of the capture of the French frigate le President, by the ships of that squadron.

I have the honour to be, &c.

CHARLES COTTON.

SIR, *Canopus, at Sea, Sept. 29, 1806.*

I have to inform you with my falling in with the French frigate le President, of 44 guns, 330 men, commanded by Monsieur Gallier Labrosse, on the 27th instant, in lat. 47 deg. 17 min. N., long. 6 deg. 52 min. W., and, after a chase of 17 hours, she struck to His Majesty's squadron under my command.

The President is one of the frigates that sailed from France with the Regulus, Sybille, and Surveillante corvette; separated in a gale of wind on the 20th of August, in lat 22 deg. 26 min. N., and long. 55 deg. W.

I have the honour to be, &c.

THOMAS LOUIS.

Sir Charles Cotton, Bart. &c. &c. &c.

Copy of another Letter from Sir Charles Cotton, Bart., Vice-Admiral of the Red, to William Marsden, Esq., dated on board His Majesty's Ship San Josef, off Ushant, 30th September, 1806.

SIR,

I have the honour to transmit you, for the information of the Lords Commissioners of the Admiralty, a letter I have just received from Sir Samuel Hood, K. B., informing me of the capture of 4 French frigates by the ships of the squadron under his orders; and I am sorry to add, that Sir Samuel Hood has lost his right arm.

I have the honour to be, &c.

CHARLES COTTON.

SIR, *Centaur, at Sea, 26th September, 1806.*

Yesterday morning, about one o'clock, I had the good fortune of falling in with a squadron of the enemy, standing to the westward; the squadron under my orders being then on the larboard tack, stretching in for Chasseron Light-house, six or seven leagues from us, the Revenge to windward and the Monarch to leeward, on the look-out, the latter ship first making the signal for an enemy, when I soon discovered seven sail to leeward of me; and considering them, in part, line of battle ships, the signal was made to form the line, and shortly after I observed them bearing up, making all sail, and running to the S.S.W. The signal was instantly made for a general chase; and the Monarch, from her position and good sailing, was enabled to keep nearly within gun-shot, a mile

and a half, or little more, a head of the Centaur, and the Mars on the starboard-bow. At daylight we made them five large French frigates, and two corvettes, one of which bearing a broad pendant: at five the Monarch fired a few chase shot; and at six the weathermost frigate hauled more to the westward, in pursuit of which I dispatched the Mars; and one frigate, with the two corvettes, edged away to the south-east, the remaining three frigates keeping in close order, indicating the intention of supporting each other. At a quarter past ten the Monarch opened her starboard guns on the enemy, when a heavy cannonading commenced, and by the enemy's management of a running fight, they succeeded, in some measure, in crippling the Monarch's sails and rigging before the Centaur could get up. At eleven we got within fair range of two, and opened our fire from the larboard guns, whilst the Monarch kept engaging the third ship; and about noon one of the two frigates struck, as did the one opposed to the Monarch shortly after.

It was just before this I received a severe wound in my right arm, (since amputated, and doing well I hope,) which obliged me to leave the deck; the Mars, previous to this, had succeeded in capturing her chase, and, with her prize, hauled towards the Centaur, in chase of, and firing at the French Commodore's ship, and at three assisted in capturing her. Those ships of the enemy made an obstinate resistance; but the result was, as may well be supposed, attended with much slaughter, being crowded with troops, out of Rochefort the evening before.

I cannot add too much praise to Captain Lee, of the Monarch, for his gallant and officer like conduct; but I am sorry to find his loss has been rather severe, the swell of the sea preventing, at times, the opening of the lower-deck ports.

To Captain Lukin, of the Mars, I feel thankful, for his steady conduct and attention; and I have also to express my satisfaction at the endeavours of Captains Boyles, King, Sir John Gore, and Masefield, in getting up with the enemy, although they could not succeed. The Revenge, from being well to windward, became considerably a-stern after bearing up.

To Lieutenant Case, first of the Centaur, I have to add my approbation of his judicious conduct before and after my leaving the deck; and I also feel much pleased at the steady exertions of all my officers, seamen, and marines.

I enclose herewith a return of the killed and wounded, and I also annex a list of the enemy's ships captured, and will make a return of their loss as soon as possible.

I have the honour to be, &c.

SAMUEL HOOD.

A Return of Killed and Wounded on board His Majesty's Ships Centaur, Monarch, and Mars, in an Action with a Squadron of the Enemy's Frigates on the 25th of September, 1806.

Centaur.—1 seaman and 2 marines, killed; Captain Sir Samuel Hood, K.B. and 3 seamen, wounded.

Monarch.—1 petty officer and 5 seamen, killed; 1 Lieutenant, 1 warrant officer, 4 petty officers, and 15 seamen, wounded; 1 Sergeant, 2 Corporals, and 4 private marines, wounded.

Mars.—None killed or wounded.—Total—9 killed and 32 wounded.

Names of the Officers Killed and Wounded.

Centaur.—Captain Sir Samuel Hood, K.B., wounded.

Monarch.—Mr. Bidden, Midshipman, killed; Lieutenant Anderson, Mr. Duffy, Boatswain, and Mr. Geary, Midshipman, wounded.

SAMUEL HOOD.

A List of the Enemy's Ships captured by the Squadron under the Orders of Sir Samuel Hood, K.B., 25th September, 1806.

La Gloire, of 46 guns, commanded by M. Soleil, Capitaine de Vaisseau, carrying a broad pendant.

L'Indefatigable, of 44 guns, commanded by M. Giradiers, Capitaine de Vaisseau.

La Minerve, of 44 guns, quite new, commanded by M. Colet, Capitaine de Frégate.

L'Armide, of 44 guns, two years old, commanded by M. Langlois, Capitaine de Frégate.

Remarkable fine ships, of large dimensions, mounting twenty-eight French eighteen-pounders on their main decks, thirty-pounder carronades on their quarter decks and forecastles, and about six-hundred and fifty men (including troops) in each ship, full of stores, arms, ammunition, and provisions, &c.

La Thamise, of 44 guns, old—escaped.
La Sylphe, of 18 guns, new—escaped.
Le Lynx, of 18 guns, new—escaped.

OCTOBER 17.

Copy of a Letter from Sir James Saumarez, Bart. and K.B., Rear-Admiral of the Red, to William Marsden, Esq., dated at Guernsey, October 15, 1806.

SIR,

I herewith enclose, for the information of my Lords Commissioners of the Admiralty, a letter I have received from Captain Thicknesse, of His Majesty's sloop Sheldrake, giving an account of a gallant and spirited attack made by the Constance, Sheldrake, and Strenuous gun brig, commanded by Lieutenant Nugent, on the French frigate la Salamandre, which they succeeded in capturing, after a close and severe action; the enemy's ship being supported by a strong battery from the shore, and numerous troops with field pieces and musketry.

Whilst I sincerely lament the death of Captain Burrowes, with the other brave men who have fallen in this enterprize, I cannot too highly applaud the persevering exertions made by Captain Thicknesse, the officers and men under his orders, to prevent the Constance, after she had taken the ground, from falling into the enemy's hands; and it is a satisfaction to know that their efforts so far prevailed, as to have rendered her totally useless to the enemy, having left her a perfect wreck under the battery; the Salamandre having also grounded, they succeeded in destroying, by setting fire to her.

I am, &c. JAMES SAUMAREZ.

P.S. I enclose a return of the killed and wounded, as far as Captain Thicknesse has been enabled to collect the returns.

The return of missing has not yet been transmitted to me.

The number of French prisoners are fifty-five, several of whom are wounded.

His Majesty' Sloop Sheldrake, St. Aubin's Bay, Jersey, October 14, 1806.

SIR,

I have the honour to inform you, for the information of the Lords Commissioners of the Admiralty, that His Majesty's ship Constance, in company with the Sheldrake, Strenuous, and Britannia hired cutter, weighed on the 12th instant, at six A.M., from the anchorage at Chansey, with the tide of ebb, and a light breeze at S.E.; on standing in to reconnoitre St. Maloes, a sail was discovered off Cape Frehel, to which the squadron gave chase, employing their sweeps nearly the whole way; it was soon discovered, by her manœuvres, the chase was an enemy, who about noon succeeded in getting into Bouche d'Arkie, hauling close in with the rocks, and carrying out bow and quarter springs, and otherwise preparing for an obstinate defence, covered by a strong battery of guns on the hill, as well as field-pieces and musketry employed by the troops brought down for that purpose: in this state they waited to receive us: their determined appearance only increased the ardour of the brave Captain Burrowes (who, I am sorry to add, fell gloriously by a grape shot in the heat of the action). The Sheldrake, by superior sailing, had the good fortune to lead into action, followed by the Strenuous, the squadron being anchored within pistol-shot of the enemy, with springs on their cables: at two P.M. a most spirited fire commenced on both sides, which was supported with great gallantry and obstinacy on the part of the enemy's ship till four P.M., when it pleased God to give us the victory! I sent my first Lieutenant to take possession of her, and the British colours were immediately hoisted. She proves to be the Salamandre, a French frigate-built ship, mounted with twenty-six long twelve and eighteen-pounders, and manned, by their own

account, with one hundred and fifty men, and was commanded by a Lieutenant de Vaisseau, who was killed in the action: she was bound from St. Maloes to Brest, with ship timber.

His Majesty's ship Constance having taken the ground, and the prize also aground, every exertion was used to get both ships off, but, I am sorry to add, without success; the fire of the cannon and musketry from the shore becoming now so galling and tremendous, that the people could not show themselves on deck. The Constance having cut both cables during the action, and the warps, which had been run out to heave her off, shot away; at the moment of her floating she drifted with the wind on shore, further on the rocks, which obliged the officers and crew to abandon her, (without firing her,) the decks being filled with wounded. Observing, however, as the tide rose she began to float, I was induced, great as the risk was, to make another attempt to save her, which also proved unsuccessful, those employed on this service being either killed or made prisoners. Night now closing on us, it became necessary to consult the safety of the Sheldrake and Strenuous, (the latter with her foretop-mast shot away;) at break of day I stood in to see if any thing further could be done, and was happy to observe the Constance was high and dry on the rocks under the battery, and lying keel up, a perfect wreck; the prize, which had not drifted so far in, I succeeded in totally destroying by fire, at low water: I have saved about one hundred of the officers and crew of the Constance; of those missing, I hope most are made prisoners, though I fear some may have fallen in the second attempt to recover His Majesty's ship.

The lamented death of my respected friend, Captain Burrowes, (who, had he lived, would have given their Lordships a more clear and detailed account than I am able to do of this affair,) leaves me the duty of bearing testimony to the determined courage, coolness, and ardour displayed by every officer and man in the squadron. I must particularly mention the assistance I received from my first Lieutenant, Richard Kevern, a most meritorious and old officer, whom I presume to recommend to their Lordships' favourable notice. I must also bear testimony to the zeal and bravery of Lieutenant Nugent, commanding the Strenuous gun-brig, who on this as well as on former occasions, has ever shown himself a gallant and zealous officer. Lieutenant William Lawrence, my second Lieutenant, to whom I committed the service of destroying the prize, performed it very much to his own credit and my satisfaction. I am sorry to state that Mr. Henry Frazer, Master of the Sheldrake, who volunteered in the most gallant manner to accompany Mr. Richards, first Lieutenant of the Constance, in the second attempt to save the ship, is amongst the missing.

I herewith have the honour to enclose as correct a list of the killed and wounded as, from circumstances, I have been able to obtain; as also a list of prisoners saved from the prize.

I have the honour to be, &c.

JOHN THICKNESSE.

Rear-Admiral Sir James Saumarez, Bart.
and K.B. &c. &c. &c. Guernsey.

P.S. As Lieutenant Lawrence saw about thirty killed lying on the Salamandre's decks, I conceive the slaughter on board her must have been very great. Numbers of her crew escaped in boats, and by swimming to the shore, on her striking.

JOHN THICKNESSE.

List of Killed and Wounded on board His Majesty's Ships Constance, Sheldrake, and Strenuous, in action on the 12th instant.

Constance.

Killed.—Captain Burrowes; Benjamin Leviston, Serjeant of Marines; William Bunbridge, Seaman; John Charlotte, ditto; Edward Ryan, ditto; John M'Ireson, Quarter-Master; Robert Robinson, Boatswain's Mate; John Gillford, Quarter-Master; John Wilson (2,) ditto.

Since dead of their wounds.—Luke Coglan, Seaman; Thomas M'Andrew, Marine; John Patterson, Quarter-Master; James Giles, Marine.

Slightly wounded.—Mr. Richards, first Lieutenant; John Navy, Seaman; John Clark, ditto; Thomas Howe, ditto; Thomas Little, ditto; Peter Murrow, ditto;

Edward Trout, ditto; John Flynn, ditto; Samuel Breasur, ditto; Robert Wallas, ditto.

Badly wounded.—Daniel M'Cawley, Boatswain; William Morton, Marine.

His Majesty's Sloop Sheldrake.

Killed.—John Brown, Seaman.

Wounded.—Edward Hunt, Seaman; John Culbett, ditto.

His Majesty's Gun-brig Strenuous.

None killed.

Wounded.—Robert Bond, Midshipman, slightly; John Buttersley Marine, severely; Henry Howard, Seaman, slightly; John Bale, Quarter-Master, ditto; John Hawkins, Marine, ditto.

Killed and Wounded on board the Salamandre.

Killed.—Not known.

Wounded, (now on board the Sheldrake,)—nine, two since dead.

JOHN THICKNESSE.

OCTOBER 21.

Copy of a Letter from the Earl of St. Vincent, K.B., Admiral and Commander in Chief of His Majesty's Fleet, &c., to William Marsden, Esq., dated on board His Majesty's Ship the Hibernia, off Ushant, the 14th October, 1806.

SIR,

I transmit herewith a letter, with its enclosures, which I have this day received by the Nile lugger, who conveys this to Plymouth, in pursuance of their Lordships' instructions of the 18th ultimo.

I am, &c. ST. VINCENT.

MY LORD, *Tonnant, off Cape Finisterre, October 6, 1806.*

Herewith your Lordship will receive the copies of two letters from Captain Collier, of His Majesty's ship the Minerva, which mark the continuation of that enterprising spirit which has distinguished the Minerva's officers and ship's company during the whole time she has been under my orders.

I have the honour to be, &c.

ELIAB HARVEY.

The Earl of St. Vincent, K.B., Admiral and Commander in Chief.

His Majesty's Ship Minerva, at Anchor off Ons, October 2, 1806.

SIR,

Reconnoitring the inlet of Pontevadro on the night of the 29th ult. in the cutter, I stood in for the Mole of Porto Novo, and cut out two chasse marees.

On the 1st, the barge, under Lieutenant James, cut off from the Bay of Rocks a Spanish lugger, from Aviles.

I have the honour to be, &c.

G. R. COLLIER.

Rear-Admiral Harvey, &c. &c. &c.

His Majesty's Ship Minerva, at Anchor off Ons Island, October 3, 1806.

SIR,

To prove in some degree the general correctness of the information which I communicated to you in my letter of yesterday, I proceeded last night in the cutter, with Lieutenant Menzies, of the marines, followed by the barge, in charge of Lieutenant James, with Mr. Holt, Midshipman, and a select party of marines, to reconnoitre the bay of Rocks, in the hope of falling in with some of the six gun-boats near Carril.

After a row of seven hours we had the good luck to be hailed by one, (whom we discovered at anchor within pistol shot of the shore, attended by a small gun-launch with a brass four-pounder;) she was immediately boarded on the quarter, and carried, as well as her attendant, without the loss of a single man. She proves the Spanish gun-boat No. 2, commanded by Lieutenant Don Jesse Lopes, mounts a long 24-pound gun in the bow, and 2 short brass fours; her complement, thirty men, having some soldiers of the regiment Leon on board.

In justice to Lieutenant James I must observe, my only motive for making one in this affair, proceeded from the knowledge I conceived myself possessed of respecting that bay, but it afforded me an opportunity of witnessing his zeal and activity; Lieutenant Menzies, Mr. Holt, the marines, and boats' crews, I have so frequently spoken of, that nothing remains for me to add, but the conviction how highly they merit every former praise.

I have, &c. G. R. COLLIER.

To Eliab Harvey, Esq., Rear-Admiral of the Blue, &c &c. &c.

OCTOBER 25.

Copy of a Letter from Captain William Hargood, Commander of His Majesty's Ship the Belleisle, to William Marsden, Esq., dated off the Capes of Virginia, the 15th September, 1806.

SIR,

I beg you will be pleased to acquaint my Lords Commissioners of the Admiralty, that yesterday morning, at day-break, Cape Henry bearing W.N.W. twelve leagues, being in company with His Majesty's ships Bellona and Melampus, endeavouring to fall in with Rear-Admiral Sir Richard Strachan, I discovered a line of battle ship to leeward of me, under jury masts, standing in for the Chesapeak, to which we immediately gave chase. On perceiving us, she bore up, and stood in for the land. At a quarter past eight observed she had taken the ground. Being then within one mile, I came to anchor in about five fathoms water, and immediately sent boats and took possession of her. She proved to be l'Impetueux, of 74 guns, and 670 men, commanded by Monsieur le Veyer, Capitaine de Vaisseau, one of the squadron that had been cruising under Rear-Admiral Willeaumez, having separated from him and four fail of the line more, with a frigate, as per margin *, in about lat. 22 deg., long. 63 deg., during the heavy gale of the 18th and 19th ultimo, wherein she lost all her masts, bowsprit, and rudder, and otherwise much damaged. About noon perceiving two suspicious vessels in the offing, I got under weigh with the Bellona, directing Captain Poyntz of the Melampus to receive the crew, and set fire to her; which he completed before eight o'clock that evening.

I have the honour to be, &c.

W. HARGOOD.

Promotions and Appointments.

Captain J. Broughton is appointed to the Polyphemus; Captain Smyth, to the Brilliant; Captain F. Maitland, to the Volontaire, (at Portsmouth;) Captain Richards, to the Forrester; Captain R. B. Campbell is promoted to a Post Captain, and appointed to the Heureux frigate; Lieutenant M. White, of the Jackdaw, is promoted to be a Commander; Captain Dumaresq is promoted to a Post Captain; Lieutenant P. Brown, of the Vixen, is promoted to a Commander, and appointed to the Charwell; Captain H. Pigott is appointed to the Circe; Captain Spear, to the Dart; Captain Maude, to the Cygnet.

General Campbell, the chief of the Corps of Royal Marines, resident in London, has, to the great regret of that respectable Corps, accepted the retirement; in consequence of which the following promotions have taken place in the Royal Marine Corps:—General Barclay, to command in London; Lieutenant Colonel Winter, of the Portsmouth division, is promoted to be second Colonel-Commandant at Plymouth; Major Foley is promoted Lieutenant Colonel of the Portsmouth division, *vice* Winter; and Captain R. Lee is appointed Major of the Chatham division.

* Foudroyant, 80 guns; Patriote, 74 guns; l'Eole, 74 guns; Cassard, 74 guns; Impetueux, 74 guns; and Valeureuse frigate.

Captain Stackpole is appointed to command the Sea Fencibles at South-end, and Captain Chamberlayne to the Charwell.

Captain E. Kittoe is appointed to the Sabrina, at Portsmouth.

Lieutenant J. B. Connolly, of the Gladiator, is appointed an out-pensioner at Greenwich, with 50l. per year, besides his half pay, agreeably to the new institution.

The King has been pleased to grant a pension of 100l. a year to the widow of Mr. Scott, Secretary to Lord Nelson, who was killed in the battle of Trafalgar; and 25l. a year to her three sons, till they become of age.

His Majesty has been pleased to command an increase of pay to the boys employed in the marines, from 6d. to 9d. a day.

Captains Lillicrap, Hawkins, and Hancock, are promoted to be Post Captains. Lieutenants G. Harris, Renwick, J. Manley, Lockyer, and Hammack, are promoted to be Commanders. Captain Browne is appointed to the Plover, Captain Arthur, to the Vesuvius, and Captain Webley to the Centaur.

The King has been pleased to order Sir Charles Saxton, the late resident Commissioner at Portsmouth Dock-yard, to be placed on the senior list of superannuated Captains, in addition to his pension upon retiring from office.

Appointments off Cadiz.—Captain Giffard, to the Zealous; Captain Schomberg, to the Apollo; Captain Fellowes, to the Athenian; Captain Raynsford, of the Morgiana, made Post into the Madras; Lieutenant Quash, of the Ocean, to the Dutchess of Bedford.

Captain P. Heywood is appointed to the Polyphemus; Captain J. Stuart to the Argus; J. Clyde, Esq., Purser of the San Damaso, to the Bulwark.

WHITEHALL, Oct. 25, 1806.—The King has been pleased to appoint the Right Hon. T. Grenville, J. Markham, Esq., Rear-Admiral of the White Squadron of His Majesty's fleet, Sir H. Neale, Bart., W. Russel, Esq. (commonly called Lord W. Russel,) the Right Hon. W. Lord Kensington, T. F. Freemantle, and W. Frankland, Esqrs., to be His Majesty's Commissioners for executing the office of High-Admiral of the United Kingdom of Great Britain and Ireland, and the dominions, islands, and territories thereunto belonging.

BIRTH.

Lately, the Lady of Captain Buckle, of the Navy, of a daughter.

MARRIAGES.

Married, on the 28th September, Mr. Davenport, Gunner of His Majesty's ship Revolutionaire, to Miss M. Lucas, youngest daughter of the late John Lucas, Esq. Surgeon in the Royal Navy, of Portsea.

Lately, Captain Williams, of the Navy, to Miss Williams, of Canon-Street.

OBITUARY.

On the 15th October, at Hampton-Court, the Lady of Rear-Admiral Martin, second in command at Portsmouth. This amiable lady's death was sudden; the Admiral received a letter from her on Thursday morning, which was written the previous evening, in good spirits; on Thursday afternoon an express arrived here, announcing her death, which happened a few hours after she had written the letter. The Admiral immediately set off for Hampton-Court, to pay the last sad office to the remains of his amiable and affectionate wife. This lady was sister to Rear-Admiral Bentinck.

Oct. 15, died at Sidmouth, Devon, where he went for the recovery of his health, Captain Pierce, of the Taunton Castle East Indiaman, most sincerely and deeply lamented by his afflicted family and friends.—He was the only surviving son of the late Captain Pierce, who commanded, and was lost in, the Halsewell Indiaman, in the year 1786.

BIOGRAPHICAL MEMOIR OF

SIR HOME RIGGS POPHAM, K.M. AND F.R.S.

COMMODORE OF HIS MAJESTY'S SQUADRON AT THE CAPTURE OF BUENOS AYRES, &c.

(Concluded from page 306.)

SIR HOME POPHAM, in one of his letters to Earl St. Vincent, written with the view of obviating any prejudices which he conceived it possible might exist against him, particularly referred his Lordship to the official Reports of General Baird, the Earl of Cavan, and the Marquis of Wellesley, which were enclosed, in order to prove his zealous co-operation with the Indian army. In the letter here alluded to, he also adverted, with much force, to some observations which had been made respecting the boats of the Romney. "Colonel Harness's letter," says he, "published by order of Lord Wellesley, will show your Lordship, that, from the particular excellence of the Romney's boats, and her well-trained boats' crews, four hundred troops were saved from the wreck of the Calcutta, which no other boat could approach with safety. I mention this to prove to your Lordship, that, if any deviation was made from the prescribed dimensions, it was crowned with the most pleasing sort of success—the salvation of our fellow creatures."

It is a remarkable circumstance, that, with the exception of *The Asiatic Annual Register*, the letter of Colonel Harness, mentioned above, though an official document, has never, as far as we have been able to learn, been inserted in any of the periodical publications of this country. We are happy, therefore, on this occasion, to have an opportunity of laying before our readers a paper, reflecting so much credit on the philanthropic and professional exertions of Sir Home Popham.

The following is the official letter of Lieutenant-Colonel Harness, to Major-General Baird, as it appeared in the *Calcutta Gazette*:—

SIR, *June 15, 1802.*

I have much concern in acquainting you, that the Calcutta transport, with 331 of His Majesty's 80th regiment, including officers, (agreeable to the accompanying return,) and 79 native Indian followers, was wrecked at 3 o'clock A.M. on the 13th instant, on the Egyptian shore, in latitude 28° 33′.

The distance from the shore when she first struck did not appear more than half a mile; it was blowing fresh, the sea ran high, and the surf beat with so much violence against her stern, that the planks of her cabin were almost instantaneously stoved in, her upper masts were cut away, and in attempting to get out the boats, one of them was swamped.

As her situation was deemed critical, I ordered an officer and thirty men into the long boat, hoping they would make the shore; but, with the most lively pain, I saw her swamped from the wreck: a serjeant and six privates were drowned, the rest fortunately swam ashore.

We had now no boat remaining; the gale increased; she was reported to have made six feet water, and her officers were not without apprehensions of her going to pieces; at seven o'clock three ships appeared in sight, but so much to the leeward, that with the sea and wind with which they had to contend, little hope was entertained of their affording any assistance: however, we soon discovered one of the vessels to be His Majesty's ship Romney, which, about ten o'clock, anchored at about two miles and a half from the Calcutta, when Sir Home Popham directed the Duchess of York to anchor at a middle distance from us, and at twelve the Romney's launch came on board: by nine in the evening, every man of the 80th, except the seven drowned in the long boat, was taken on board the Romney.

It is to the skilful position Sir Home Popham took up, so as to enable his boats to sail to and from the wreck, to the excellence of his boats, (for although two transports came up in the course of the day, not a boat could they venture out,) and it is to the dexterity and perseverance of his well-trained boats' crews, we are eminently indebted for the salvation of so many lives.

The humane personal attention of Sir Home Popham to the comforts of the troops, many of whom reached the Romney in a very weakly state, will long be remembered with the warmest gratitude.

On the morning of the 14th, the Romney having dragged from her anchorage, Sir Home cut his cable, and ran for this bay,

leaving the Duchess of York to take on board any baggage that might be accidentally saved from the wreck: the sea had reached her main-deck before the last division of the detachment left her.

At this place we found shelter from the sun and weather in a few buildings inhabited by fishermen; we therefore landed the whole of the detachment on the evening of the 14th, waiting the arrival of His Majesty's ship Wilhelmina, from Suez, whither Sir Home Popham had dispatched directions for her to hasten to this place, to take the detachment to Madras.

I have the honour to be, &c.

W. HARNESS,

Lieut. Col.

The *Reports from the Secret Committee of the House of Commons,* the material parts of which are already before our readers, must be regarded as historical documents of great interest. They will frequently be referred to, and quoted, by the future historian, as exalted proofs of the excellence of our Constitution, which has so admirably provided for the protection and exoneration of innocence. Those *Reports* are the most powerful testimonies of Sir Home Popham's professional merit, and moral rectitude. After the publication of them, no stain, no semblance of a stain, could rest upon his character. We shall here, however, copy the "AMENDED REPORT" of the Navy Board; a paper which, on its first appearance, was, *justly,* the subject of much conversation. This *Report,* which, in some measure, may be considered as having led to the *Reports of the Secret Committee of the House of Commons,* is as follows:—

SIR, *Navy Office, April 1, 1805.*

We have received your letter of the 27th of February, enclosing one from Sir Home Popham, dated the 15th of the same month, on the subject of our Report of the 20th of February, 1804, relative to the expenses of the squadron under his command; and communicating the directions of the Right Honourable the Lords Commissioners of the Admiralty, that we should state to you, for their Lordships' information, "why, as represented by Sir Home Popham, we have departed from the usual practice, by founding our Report so much upon such vague authority as officers' journals, and not resorting generally to the log of the

ship, which is considered the only authentic document, and which in many cases of trifling inaccuracy, has been cited in our Report."

In answer thereto, we request you will inform their Lordships, that the Report appears to be in general founded on the stated account of the Boatswain, on the ship's log, on the Captain's journals, and on other documents in this office, conformably to directions received from their Lordships at different times, on this subject, as are herein after particularized. We must, however, admit, that in a document made out by the Portsmouth officers, which is referred to in the Report, citations are made from the journal of the first Lieutenant, which, however, tend merely to show, that it is silent on some occurrences which are mentioned in the log-book.

Although their Lordships have called our attention to this single passage of Sir Home Popham's letter above mentioned, there are other parts of it, which, together with the correspondence that has taken place between him and ourselves, on the subject of the Report, demand our serious consideration; and, as the Report of the 20th of February, 1804, is now before the legislature, and from the light which has been thrown upon it, in consequence of the examination we have entered into, on some parts relating to circumstances pointed out by Sir Home Popham, we have had much reason to apprehend, that the Report is in many instances inaccurate; it is, therefore, incumbent upon us to lay before their Lordships a statement of such errors as have appeared, and to inform them of the manner in which the Report has been framed.

The orders above alluded to, on which the Report is founded, are as follow; viz.

"To report what sums of money were drawn from Bengal, on account of the ships under the command of Sir Home Popham, and for what purpose those sums appear to have been drawn, giving their Lordships all the information on the subject, which the documents in this office may enable us to afford."—July 3, 1803.

"To state the irregularities which appear upon the muster books of the Romney."—September 24, 1803.

"To state every circumstance respecting the repair of the Romney and Sensible, and the expenditure and supply of stores on board those ships, that have come to our knowledge during the investigation of the Surveyor of the Navy and the Commissioner and other officers at Chatham, or from any other

inquiries or examinations that have taken place, in consequence of their Lordships' directions of the 16th of May, and 18th of June, for entering upon the investigation at Chatham."—December 30, 1803.

We beg leave to remark, that these are specific orders, having no relation to that official examination of the accounts of the Warrant Officers of the Romney, and those of the Naval Store-keeper at Calcutta, which they would have undergone in the usual course of business.

As specific orders, they were specifically to be obeyed; and they were carried into execution ultimately upon the principle laid down by their Lordships' orders, conveyed in Sir Evan Nepean's letter to us, of the 11th of August, 1803, for dividing the duties between the several Members of this Board, individually; officers' accounts were allotted to the junior Members of the Committee of Stores.

Commissioner Tucker, who was removed to this Committee of Correspondence, by an order from the Admiralty of the 3d September, 1803, after directions had been issued from the latter Committee to the Yard Officers, for preparing some materials necessary for the investigation, undertook the examination, to a certain extent, of Mr. Louis (the Naval Storekeeper)'s vouchers for the purchase and sale of stores, and repairs of the ships at Calcutta, the inspection of the journals, the statements of the Boatswain's and Carpenter's accounts, and the log-book.

Their Lordships will please to observe, that the order of the 11th of August, 1803, directs the "allotting to each Member of the Committee a proportionate and proper part of the duties to be placed under his immediate superintendance and responsibility, as suggested by the Commissioners of Naval Inquiry in the 188th page of their Third Report." Upon the principle of this order, the investigation, so far as it related to the Committee of Stores, was performed. It was conducted by Mr. Tucker, the junior Member of the Committee, assisted by one of the Clerks in the Office for Stores. The statements were drawn up by this Clerk, under his direction, except Nos. 8, 9, 10, and 13, which were prepared wholly by the Yard Officers and Mr. Tucker; the observations and inferences were also made by the latter gentleman; and neither the first nor the second Member, nor the Secretary of the Committee of Stores, had any concern in framing the Report of that Committee.

It may be stated, that the Report lay some time upon the table,

after Mr. Tucker was removed from the Navy Board to be the second Secretary of the Admiralty, in January, 1804, and that the Board could, without any objection on his part, have made any alteration in his Report they might have thought proper; that was not practicable with respect to the facts alleged in his Report, without an entire revision of it, which would have taken up as many months as had already been employed upon it, and which could not have appeared to be necessary.

Certain inaccuracies have, however, been discovered in it, in consequence of the examination that has taken place, as before mentioned, which we consider it to be our duty to submit to their Lordships' consideration, with our observations thereon.

Sir Home Popham having, by his letter of the 13th of February, 1805, desired an explanation of that part of our Report respecting the loss of an anchor on the 11th of August, 1801; remarking, that the expression in the Report relative to this anchor is "enigmatical and equivocal;" we have informed him, by our letter of the 15th of February, that though, by the Boatswain's stated account, there appears to be a deficiency of one bower anchor, yet it is accounted for by the ship's log, under date the 10th June, 1801, &c. as had been pointed out by Sir Home; and the official statement which was transmitted to him, with our before-mentioned letter, showed, that upon allowing the Boatswain credit for this anchor, the account of the bower anchor is completely balanced; and it has since been discovered, that the Boatswain has accounted for the anchor (with which he was charged as deficient) in his expense-book, under date of June 11, 1801, where it is regularly inserted, that two flukes were lost off the bower anchor in shifting births, though the Chatham Officers, in their statement of the Boatswain's account, have taken no notice of it; and it must have *escaped Mr. Tucker* also in his examination of the log-book, which he inspected very narrowly, and to which he has referred in many other instances.

There is besides another error in the Report relative to this anchor, wherein it states, that she (the Romney) had only one anchor of 50 cwt. on board, when she sailed for "India, which was afterwards returned at Chatham." The fact is, that she never had an anchor of that specific weight on board; the anchor returned must have been the one that was found on board upon survey, on the 14th of February, 1802, viz. an anchor of 50 cwt. 2 qrs. However trifling it may appear to notice such a circumstance, it is very material, as it is entirely upon this confusion of

weights that the insinuation of the deficiency of an anchor is founded.

It may be proper here to observe, that three separate sets of officers, in their respective dock-yards, are employed to frame statements on which the Report has in part been founded; that the Officers of Chatham Yard, who were directed to make a statement of the Boatswain's account, possessed not the means of correcting any inaccuracy or omission therein by the log-book; and that although the Officers of Portsmouth Yard, who were required to compare the Boatswain's and Carpenter's expense-books with the log and journals, pointed out in their remarks various omissions of articles in the Boatswain's expense-book, noticed in the log;—no additional credit has been given to the Boatswain for the same.

It was stated in their Report, with regard to an entry in the log-bok, relative to upsetting the bitts in Calcutta River, "that there is no expense of any kind made by the Carpenter on account of repairing the bitts, nor do they appear to have been repaired by the log, neither does it appear to have been done by the Merchant Builders at Calcutta:" whereas we find a charge is actually made for both iron work and sissoo timber for bitts; and with regard to what the Report states, relative to the "desired information" not having been obtained from the Carpenter, respecting the bitts, nor any "explanation from the Boatswain on this subject;" it appears, upon reference to the examination of the Boatswain, by Captain Mitchell, of the Zealand, that the "*bitts were upset*, but he cannot say when or where repaired;" but refers for information on this head to the Carpenter of the Romney, who, in his letter on the subject, states, at the time the bitts *were upset*, he was confined to his cot by illness, and is not able to reply to particulars, knowing only *by report* that such an accident happened; so that although the Boatswain and Carpenter did not give the "*desired information*," they gave sufficient to show that the bitts were upset, as entered regularly in the log; an entry upon which the observation in the Report appears to be calculated to throw a doubt.

Sir Home Popham having called our attention to the circumstances stated in the Report, relative to a debt for stores, on a statement of the Boatswain's account of 5,742*l.* 8*s.* 4*d.*, we have investigated this matter, together with the other circumstances connected with it, as set forth in the same paragraph of the Report, in the best manner that our present means will enable us to do.

It is there represented, that "there was expended between the period of her (the Romney's) outfit, viz. from the 8th of December, 1800, to the 25th of May, 1801, an excess of stores above the proportion for twelve months, as stated in No. 8; and the Boatswain appears to have expended, before he received any supply of these articles, more than were in his charge, as stated in No. 9; and reference is had to No. 10, to show the very great quantity of rope expended on account of seizing, tailing, and trapping, which in the space of months has amounted to no less than 3,600 fathoms of various sizes. "Nevertheless," the Report observes, "if the whole of these enormous and extraordinary expenses are allowed, there will remain a debt for stores, on a statement made of the Boatswain's account, between the 8th of July, 1800, and the 14th of February, 1802, of no less a sum than 5,742*l.* 8*s.* 4*d.*, of which the Boatswain can give no further account."

On the contents of this passage we beg leave to offer some remarks to their Lordships' consideration.

No. 8 shows, in respect of canvas and cordage, the two articles of most importance in the account, the number of yards of canvas, of particular sorts and fathoms of rope, of certain sizes, expended between the 18th of December, 1800, and the 26th of May, 1801, beyond a twelvemonth's proportion, but takes no notice of the quantity of the other sorts and sizes of these articles expended, less than that proportion in the same time; and leaving out of the consideration the question, whether the quantity of stores put on board a ship for a twelvemonth's supply, is, or is not, an adequate allowance, under all circumstances and casualties? the quantity stated in the account to be expended, is erroneous.

No. 9 is meant to show, what the Report states, that certain articles are made expended by the Boatswain, more than were in his charge; and this is made out by a long process, showing the remains on certain fixed days; viz. December 8, 1800, and the 26th of May, 1801, and the expenditure of each article between that and other particular periods, which it is here unnecessary to specify.

A comparative statement of this account, with a corrected one made out of the same documents at this office, is transmitted herewith, from which it will appear that the former is very incorrect, and that the articles stated to be expended are very considerably reduced in quantity; it will likewise be evident, that the over expenditure of the remaining few articles may fairly be attri-

buted to a casual error, either in the date of the expenditure of the canvas, a considerable supply of which was received two days afterwards, or to the issuing of one sized rope for another nearly corresponding, circumstances which occur in almost every Boatswain's account, but which do not affect a *general* statement of his receipts and issues; in settling which, the deficiency of one article would be placed against the excess of another nearly similar.

It is an extraordinary circumstance, that in the framing of this account (No. 9) there is included in the line of "articles expended between the 26th of May, and the time of the next supply," the quantity of some articles expended on the day of that supply, without taking into calculation, as a set-off, the quantities received on that day, though it is evident, that the articles issued were of those which were received on board on the same day. *In short, we can scarcely think, that there ever were such extraordinary means resorted to, to produce a particular effect, as have been in the framing of this overstrained account!!!*

No. 10 is referred to, to show that in fourteen months the rope expended in seizing, tailing, and trapping, "has amounted to no less than 3,600 fathoms of various sizes;" and it is immediately added, "nevertheless, if the whole of these enormous and extraordinary expenses are allowed, there will remain," &c.

We do not know on what ground Mr. Tucker determined that these expenses were "ENORMOUS AND EXTRAORDINARY," as it does not appear to what the epithets allude, whether to the expenditure of the rope for seizing, &c. or to the expenditure, as stated relative to the accounts, No. 8, or to both of them together, (No. 9 having nothing to do with the question; or if it be taken into the calculation, the greater part of it is reckoned twice over;) for it is impossible to form any proper judgment of the necessity of the expenditure which may have taken place, without taking into consideration the circumstances and casualties to which the ship had been subject during the service upon which she had been employed.

We now request to make some observations upon the Boatswain's debt for deficient stores before mentioned, which is stated at no less a sum than 5,742*l.* 8*s.* 4*d.* This assertion is founded upon a statement framed by the Chatham Officers of the Boatswain's deficiencies, with their valuation thereof, *and altered in respect of prices, in this office, by the direction of Mr. Tucker.* When the deficiency appeared so great, as in the present case, it would have been natural to conclude it to have been owing to

some extraordinary oversight, and but just *before a Report of it was made in such very strong terms*, to have endeavoured to elucidate it by every possible means, which we had no reason to suppose had not been done. On the contrary, the utmost advantage was taken of it, and it is brought forward as a prominent charge, notwithstanding the very stated account itself afforded reason to conclude, that cables, and other large articles of stores, were sent on shore at Sheerness, in October and November 1800, and that for some of them at least (and those of the greatest value and importance) the Boatswain had not been allowed credit.

Mr. Tucker had also another document before him at the same time, viz. Mr. Louis's account of sales, *which ought to have led to an investigation*, to ascertain whether the Boatswain had had credit for the large quantity of stores which appeared thereby to have been landed at Calcutta, among which is certainly a bower cable, *which has been charged by him as deficient*, from his not having produced a receipt for it: neither of these sources of information, however, were resorted to for the purpose of elucidation; although the latter was made use of to show, that a few condemned hammocks were sold for a very inconsiderable sum: on the contrary, it appears, that Mr. Tucker WAS ANXIOUS TO AVOID EXPLANATION; for, in a monthly account from the Clerk of the Survey's Office, at Chatham, of the progress in the examination of Warrant Officers' accounts, a notation is made, that, in consequence of great deficiency of cables, anchors, and cordage, the Boatswain "had been written to," and on this "document *there is a minute, in Mr. Tucker's hand-writing, in these words:*— 'Direct the Clerk of the Survey to make a statement of the Boatswain of the Romney's account, and send it to us *without waiting for the Boatswain's explanation, as the ship is on foreign service.*'" And an order was accordingly sent to the Clerk of the Survey to this effect.

We have only to remark on this transaction, that the Boatswain was at this very time no farther off than on board the Zealand, receiving ship at the Nore.

From the circumstances before stated, there is reason to conclude, that the Boatswain has omitted to take receipts for many of the other stores landed at Calcutta and elsewhere, or that he has lost them, he having been sick thirteen months.

As the alleged deficiency of the Boatswain's stores is estimated at no less a sum than *5,742l. 8s. 4d.*, of which *5,232l. 8s.* are cal-

culated at India prices, and 509*l.* 19*s.* 9*d.* at English prices, we have been led to inquire of the Clerk, who altered the deficiencies, upon what principle he did it, and by whose orders so novel a mode of calculating their value was resorted to, as it appears by the official documents of the Chatham Officers, that they had estimated the then supposed deficiency, agreeably to usage, at the English prices, amounting to 2,437*l.* 16*s.* 7*d.* The Clerk in answer has stated, *that he was directed by Mr. Tucker* TO ALTER THE OFFICER'S VALUATION FROM "THE ENGLISH PRICES, AT WHICH THEY RATED THEM, TO THE PRICES PAID IN INDIA;" that he, however, felt it his duty to suggest, that it would be more equitable to value some of them at English prices, and the principle upon which the valuation was made, is this: where it could be clearly defined that any quantity of any species of stores, unaccounted for, was not purchased at Calcutta, only the quantity purchased there is valued at Calcutta prices, and the remaining quantities of the said articles at English prices: but if it appeared that the full quantity of the deficiency had been purchased at Calcutta, although even a greater quantity of this same species had been supplied in England, in that case the whole deficiency is charged at Calcutta prices, without consideration of the circumstance, that it was as likely the deficiency might arise from the one as from the other.

To enable their Lordships to judge of the propriety of this new mode of valuation, or indeed of any valuation at all, before the articles were proved to be deficient, we request their attention to the following circumstance:

In the before-mentioned sum of 5,742*l.* 8*s.* 4*d.* is included the valuation of four bower cables, with which the Boatswain is charged as deficient, which are estimated at 1993*l.* Notwithstanding it appears that one of these cables was sent on shore and sold at Calcutta; and that the other three were returned at Sheerness, before the ship sailed from England, and although actually supplied in England, and when returned of very little value, they are all charged at the Calcutta prices, 175 per cent MORE THAN THE PRIME COST OF THEM when new; and five-sixths of the amount of the other articles, alleged to be deficient, are charged to him upon the same principle.

In a minute and accurate examination of the Boatswain's accounts, which we shall cause to be made, we shall give him credit for all the articles he may have returned at Sheerness, Calcutta, the Cape, Bombay, and Madras, or that he may have supplied His Majesty's ships the Sheerness, Sensible, Victor, Wilhelmina,

Arrogant, Ardent, Naiad, and any other, for which he may not already have credit, so far as it may be possible to ascertain the same by reference to the several storekeepers' accounts, and to the supply and log-books of those ships; which, however, will require a considerable time to execute. But we lament, that it is wholly out of our power, by reason of the Boatswain's vouchers having been mislaid or lost, to specify at present all the stores that were sent on shore at Calcutta or Sheerness, for which the Boatswain has not had credit, a point it would have been desirable to have ascertained to its full extent before we submitted these observations to their Lordships' consideration, from the quantity of stores sent on shore at these places being very considerable.

It appears, that after having been inspected by the Chatham Officers, for the purpose of stating the Boatswain's account, these vouchers were returned to this office, in December, 1803. We have, therefore, interrogated the Clerk upon the subject, who assisted Mr. Tucker in framing his Report, who informs us, that he had them some time in his possession, and kept the vouchers of the Romney and Sensible in separate drawers, that he at different times handed them to and from Mr. Tucker, and that that gentleman had himself frequent recourse to the drawers, *occasionally taking some of the papers away, while he was employed in the investigation.* Most diligent search has been made, and will be continued, for these vouchers, as they are so essential in making the re-statement of the Boatswain's accounts we have already mentioned.

The two anchors of 28 cwt. and 27 cwt., stated in the Report to have been returned at Calcutta, although no receipt is produced for them, Mr. Louis, who is now in England, has acknowledged to have been returned from the Romney to the Marine Yard of Messrs. Hudson and Bacon; and has informed us, that if they have been charged in their bill, and it shall appear that they have not been supplied to any other of His Majesty's ships, he will furnish an order on Hudson and Bacon for two anchors of the same description.

There is also a material error in the sum at which the smoke sail is said to have been purchased at Calcutta, the Report making it 73*l.*, although the charge made for it in the bill is only fifty-five rupees, or 7*l.* 6*s.* 8*d.* sterling. We are unable to *discover from whence the Commissioner who framed the Report obtained this valuation*, it not being inserted in the statement of the prices of the other articles made out in the office, and *which we are informed* lay before him at the time.

Having thus stated the specific orders on which the Report was founded, the mode in which it was drawn up, and the observations which have occurred to us upon the investigation we have entered into in respect of some of the points therein mentioned; we have further to observe, that when the Report, *as it came out of Mr. Tucker's hands*, was presented to the Board, *it certainly did appear to us to be of an extraordinary nature;* but as it was framed under their Lordships' orders, and we had no reason to doubt of the facts which it stated, we therefore did no more than soften some of the asperities of expression which pervaded it, incorporate the observations of the Committee of Accounts, (a copy of which is hereafter transmitted,) and add to the last paragraph, relying, that although we consider ourselves precluded from following any other course than that of literally executing the orders we have received, their Lordships, upon learning that we had had no communications with Sir Home Popham on the subject of the Report, would call upon him for explanation on such points of it as they might deem proper.

We conceived it to be the intention of the late Board of Admiralty, that we should proceed in the manner we had done, without calling upon Sir Home Popham for an explanation, from the following circumstances; that during the period of time in which we received their Lordships' different directions for making specific reports on certain points, as noticed in the former part of this letter, we received Sir Evan Nepean's letter of the 29th of July, 1803, transmitting the copy of one from Sir Home Popham to him, requesting that the accounts relating to the ships late under his orders might be examined, and the directions contained in that letter were, "that we should proceed to the examination of the said accounts *as speedily as possible; not, however, giving him a preference to other accounts.*" The only possible construction to be put upon the expression of not giving any particular account a preference to other accounts, is, that it is not to be taken in hand until the other accounts then in the office shall have been examined; and the only interpretation to be given to the words *as speedily as possible*, in connection with those above quoted, is, that as soon as the accounts in the office have been examined, the accounts in question are to be proceeded upon with the utmost dispatch.

We presume that we did not misconceive their Lordships' intention in this particular, from the consideration that they were not pleased to order us to call upon Sir Home Popham for expla-

nation, upon receiving the Report, or to express any disapprobation of our proceedings in this Report, which at that time their Lordships were so much in the habit of communicating to us, whenever they were not in uniformity with their intentions; and we had still farther grounds to conclude that their Lordships fully approved of the whole of our proceedings on this subject, from their order of the 24th of August, 1804; by which they express their opinion, "that it will be necessary to inquire into the subsequent conduct of Sir Home Popham, and in consequence direct us to employ the *same persons* who investigated the former accounts and expenditures, to take the same measures to pursue their inquiry into the receipt and expenditure on board the Romney, from the time of her departure from Bengal, until her arrival at Chatham," &c.

Having judged it proper, upon this important subject, to submit fully to their Lordships' consideration the observations that have resulted from our examination of the parts of the Report alluded to in their Lordships' order, and Sir Home Popham's correspondence, it only remains for us to state, that we have examined these parts only of the Report; the rest will be a subject of future investigation.

From the circumstances, however, which have been set forth in this letter, we trust their Lordships will be fully satisfied that the inaccuracies and erroneous statements in the Report are imputable *to the individual commission only* who conducted the investigation; and if any censure should be considered as due to us for lending the sanction of our names to the Report, we trust that we shall stand excused before their Lordships, when they reflect that we were guided by the implicit reliance which we placed on the accuracy and industry of Mr. Tucker. We knew his general ability, and were sensible of the unwearied activity with which he pursued the investigation of this subject; AND IT IS WITH EXTREME CONCERN WE DISCOVER, FROM THE REVISION OF OUR REPORT, WHICH HAS BEEN OCCASIONED BY SIR HOME POPHAM'S LATE APPEAL, THAT OUR CONFIDENCE HAS BEEN MISPLACED.

We are, Sir,

Your very humble Servants,

A. S. HAMOND, W. PALMER,
H. DUNCAN, H. HARMOOD,
J. HENSLOW, S. GAMBIER,
W. RULE, F. J. HARTWELL.

To W. Marsden, Esq.

We shall abstain from all comment on the above *Report*; particularly as Mr. Tucker's answer thereto has already appeared in the NAVAL CHRONICLE *.

With respect to the particular case of the Romney, the following is an important document:—

Navy Office, February 19, 1805.

An Account of the Expenses *of the* Romney, *from the 25th November*, 1800, *the day she sailed from Sheerness, to the 2d June*, 1803, *as nearly as can be ascertained at this Office, with a view of showing how much she* exceeded *the proportion of the vote of Parliament, allowing for* wear *and* tear, *and* ordnance, *or came within that sum; reference being had to the state of the ship, when she sailed, and when she returned, with a fair appreciation of the stores she returned with.*

		£.	s.	d.
The proportion of the vote of Parliament, under the heads of wear and tear, and ordnance, for the Navy, is 3*l.* 5*s.* a man, a month.				
The allowance for wear and tear, viz. 3*l.* a man a month, calculated for 343, (the complement of the Romney,) during the thirty-three months she was absent from England, amounts to		33,957	0	0
The expenses incurred on account of the said ship, during the same period, are as follow:—				
Value of the supply of stores for twelve months, taken out in her		7,050	0	0
Cost of the stores purchased, and repairs performed at Calcutta	£. 25,139			
Abating for stores sold	515			
		24,684	0	0
Value of stores supplied at the Cape of Good Hope, in 1801....		760	0	0
Expenses of refitting, after her return to England, to put her in a complete state for service........		3,212	0	0
		35,646	0	0
Abate the value of eight months' proportion brought home in her		4,700	0	0
	£.	30,946	0	0

On this statement, the author of an unpublished pamphlet † (with a copy of which we have been favoured,) remarks as follows:—" Hence it appears, that instead of the enormous

* *Vide* Vol. XIII, page 368.

† The pamphlet here alluded to, as well as one which we have before noticed, bears the signature of "ÆSCHINES:" it is entitled, "*A Sequel to the Brief Remarks on the 'Observations on the Concise Statement of Facts;' being a farther Investigation of the Inquiry relative to the Conduct of Sir Home Popham,*" &c.

expenses so infamously said to be incurred by the Commander of this ship, under circumstances of peculiar danger and difficulty, the whole amount is THREE THOUSAND POUNDS LESS THAN WHAT IS ALLOWED BY PARLIAMENT FOR THE SAME PERIOD, IN THE ORDINARY ROUTINE OF THE SERVICE! Without saying a word of the service in question; and it is seen by the affidavits of the officers, that, from the extreme heat of the Red Sea, and the dry winds, canvas and cordage are completely destroyed in half the time that they would be in any other place."

Respecting the Sensible, one of the ships under Sir Home's command, the same writer says:—"It is true that the Sensible underwent repairs in India; but I have been well informed that this ship, which is 950 tons burthen, was in so bad a state, when taken into dock at Sheerness, in 1800, to be examined, and required so much to be done to make her sea worthy, that she was turned [out] without having the least work performed, except nailing some lead on her keel, and cutting six inches off the rudder. Her false keel was entirely off; and, in short, she was reported in so bad a state, that the Commissioner took her into dock upon his own authority, without waiting for the orders of the Navy Board *. She was, however, sent to sea in some way or other, and is it then surprising that she should want additional repair, after encountering a five months' voyage?"

We must confess, that, after a very careful examination of the respective papers, and pamphlets, which have fallen in our way, relative to what appears to have been a *party* persecution of Sir Home Popham, we have not been able to discover the origin, or cause, of that persecution. Indeed, the only hint which we have met with upon the subject, is contained in the unpublished pamphlet to which we have recently had recourse. For the satisfaction of our readers, without, however, pretending to vouch for, or to offer an opinion as to the probability of its correctness, we shall quote the passage. It is as follows:—

"* I have been assured by a gentleman belonging to that dock-yard, that she was so bad, that it was at first intended to break her up."

Sir Home Popham was particularly noticed by the administration of the late war, not only by that truly independent nobleman Lord Spencer, (whose administration can never be equalled, and will never be forgotten,) by the Secretaries of State, not merely on account of his professional talents, but also in consideration of his diplomatic abilities, and knowledge of continental languages: he was accordingly employed on several occasions, but particularly in 1799, when he went on an important private mission to Russia, *over land*, having travelled through Lapland in such severe weather as to cause the mercury in the thermometer to freeze at noon. On his return, his conduct and perseverance was [were] highly approved by the existing government; and without tracing how he was immediately engaged, we find him sent at the close of the year with a small squadron to the Red Sea, where he superseded Admiral Blanket. Now it happened that this Admiral, who died soon after the arrival of Sir Home, was the particular friend of several of the members of the late naval government, who certainly countenanced, at least, the active persecution of this officer: and as he went out with greater powers than ever that Admiral enjoyed, together with the circumstance of his having received those powers from the political opponents of the men in question, it resulted, that on their attainment of authority, losing sight of those principles which govern all liberal minds, they adopted the maxim of Drawcansir,

"I *can*, because I *dare*;"

and determined to attempt the ruin of a man whose only claim to the appointment he had received was that of his long established zeal, perseverance, and exertions.

As a certain noble Earl was considered, by many, as one of the primary instigators of the attack upon Sir Home Popham, we are happy in the opportunity of offering to the reader, that which may tend towards the exoneration of his Lordship from a charge so injurious to his reputation. "In the system that was resolved on," continues the *unpublished* pamphlet of 'Æschines,' "Lord St. Vincent could not but appear as the head, the *primum mobile*, the *directeur en chef!*—But I have some slight reason to believe, from what has now transpired*,

* This was *written* previously to the termination of the inquiry respecting Sir Home Popham; consequently, previously to the appearance of the *Reports* of the *Secret* Committee of the House of Commons; the publication of which, probably, prevented the *publication* of ÆSCHINES' *second* pamphlet.—EDITOR.

that this nobleman was only so ostensibly; that, engrossed by the most important affairs of state, he had no opportunity of knowing the extent of that persecution begun and carried on by men whom he had raised from the meanest condition in life; and it is possible, that being once persuaded their attempts were to detect corruption, he may have given his sanction to their conduct, without investigating the means they employed *. I am confident that an opinion similar to my own must prevail with every gentleman who has looked into the voluminous papers that have been laid before the House."

Sir Home Popham, during the progress of the inquiry, was by no means without his friends and advocates. *Æschines* certainly exerted himself with considerable success in his cause; and, from the solemn manner in which that writer disclaimed all knowledge of, or connection with, Sir Home, we are disposed to give him full credit for the rectitude of his intentions. "That the independency of my motives and conduct may be properly understood," says he, "I declare, in the most positive and unequivocal manner, on the honour of a gentleman, that I know nothing of that officer, except what I have learnt by public report and actual observation; that, to my knowledge, I never saw him in my life, nor ever conversed with any person in any way related to him, about his public services."

In the minutes of evidence, taken before the Secret Committee of the House of Commons, Mr. Blagdon was mentioned, as the supposed author of "*A Few Brief Remarks,*" *&c.* signed ÆSCHINES; and we have since been credibly informed, that the supposition was correct. Mr. Blagdon, it will be recollected, is the gentleman who last year suffered an imprisonment of six months in the Court of King's Bench Prison, as the author of a *suppressed* pamphlet, with the signature of "ARISTIDES," reflecting on the Naval Administration of Earl St. Vincent.

* "A person in an official situation lately informed me, that when Lord St. Vincent, on his return to town, saw the copy of a most indecent letter that had been sent to Sir Home Popham, and which is given in the papers, he expressed his indignation at it, and desired it might be immediately altered, but it was too late. The letter had been sent from the Admiralty a few hours before."

It was in the course of the year 1804, a few months after the appointment of Lord Melville to the high office of First Lord of the Admiralty, that Sir Home Popham, notwithstanding the proceedings against him were still pending, was appointed to the command of the Antelope, on the Downs station.

Earl Stanhope's confident statement, in the House of Peers, of the possibility of destroying an enemy's fleet, by certain secret means, never before put in practice, must be yet fresh in the recollection of our readers. The report of certain experiments which had taken place in France, with the view of accomplishing such an object, so strongly attracted the attention of Lord Sidmouth, that that nobleman invited the inventor to England.

The intention of profiting by this invention, if possible, was not relinquished by the Pitt and Melville administration; and the gentleman, with whom the scheme originated, having demanded an officer of known talents and intrepidity for its execution, Sir Home Popham was, with much propriety, selected for that purpose, under the orders of Lord Keith. We are not aware, however, that he had the least share in projecting the enterprise. This appointment of Sir Home excited much jealousy amongst the friends of the St. Vincent administration; the expedition itself was ridiculed; and the Commander was contemptuously spoken of, as "a Privy Counsellor and distinguished leader in the tiny war of catamarans and fire-ships *." Two ships, however, having been successfully destroyed off Boulogne during the summer of 1804, a more important effort was determined on; and, in the month of December, an attack was accordingly made upon Fort Rouge, on the French coast †. The expedition succeeded in part; but, from certain unfavourable circumstances, its result, upon the whole, was by no means commensurate with the expectations which had been formed. Indeed, the efficacy of those new engines of destruction, the catamarans, was not fairly put to the test on this occasion; as,

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* Vide "*Observations on the Concise Statement of Facts.*"

† For the official accounts of this attack, the reader is referred to *The* NAVAL CHRONICLE, Vol. XII, page 487, *et seq.*

in consequence of the state of the weather and tide, two of them could not be brought up to the desired spot. The experiment has never been repeated upon a scale sufficiently large to enable us to decide upon its practicability; but we know that it was thought very highly of by many experienced officers.

Almost immediately after the attack upon Fort Rouge, Sir Home Popham was appointed to the command of the Diadem, in which he joined the Channel fleet. It was at first intended, that he should be entrusted with a separate command; but, in consequence of the inquiry respecting him not having been closed, it was afterwards deemed proper to await the solemn decision of the Secret Committee of the House of Commons. That decision, as we have already seen, was unequivocally in favour of Sir Home. It afforded him that complete triumph, which innocence and honourable exertion ought ever to obtain over their adversaries.

At the latter end of the last year (1805) Sir Home Popham sailed from Cork, as Commander in Chief of the naval part of an expedition destined against the Cape of Good Hope, the land forces of which were under the orders of General Sir David Baird. Sir Home's broad pendant was on board of the Diadem. On the 3d of January, 1806, the squadron made Table Land; and, by the 10th of the same month, the Cape of Good Hope, one of the most important settlements in the world, had surrendered, by capitulation, to His Majesty's arms.

Sir David Baird, in his dispatches to Government, announcing the success of His Majesty's arms against the Cape, pays the following handsome tribute to the professional exertions of Sir Home Popham :—

The cordial, able, and zealous co-operations of Commodore Sir Home Popham, emulated by all the officers under his command, merits my warmest acknowledgments and commendation; and I have the satisfaction to add, that no united service was ever performed with more true harmony than has uniformly been manifested by both branches of His Majesty's forces. Such of His Majesty's ships as could be spared from the service of Lospard's Bay, constantly coasted the enemy's shore, throwing shot among his troops

and people, and contributing to keep him ignorant of the actual place of our disembarkation; and a very spirited effort was made by the marines of the fleet, and a party of seamen from the Diadem, under the Commodore's immediate command, to occupy a position in Reit Valley, and co-operate with the enemy.

After capturing a number of vessels of different descriptions, off the Cape of Good Hope, Sir Home Popham proceeded, with his squadron, to St. Helena, where he arrived at the latter end of April; and, having embarked the 71st regiment, and some other land forces, he sailed thence for the Rio de la Plata. It has been reported in this country, that, on the change of administration which took place subsequently to the death of Mr. Pitt, Sir Thomas Troubridge received instructions from Government, to supersede Sir Home Popham at the Cape of Good Hope. Fortunately, however, for the latter officer, he had quitted that station previously to Sir Thomas's arrival there. We have reason to believe, that the expedition of Sir Home Popham, and Major-General Beresford, to the Rio de la Plata, was entirely projected by Sir Home, whose mind appears to be ever upon the alert for the benefit of his country. The result of the expedition is well known; and the official particulars of the capture of Buenos Ayres, the capital of the immense province of La Plata, and the key of the mines and of all the wealth of South America, are already before our readers *.

Scarcely had the conquest of Buenos Ayres been achieved, when Sir Home, by that promptitude and perspicuity by which he is particularly distinguished, perceived that he had it in his power to render a material service to the commercial interests of Britain. By the same ship, therefore, which brought his official dispatches to Government, he transmitted the following letter, addressed

To the Mayor and Corporation of Birmingham.

GENTLEMEN, *Buenos Ayres, July* 1, 1806.

Although I may not have the honour of being personally known to some of your corporation, I nevertheless consider it as a duty to

* *Vide* page 251, *et seq.*

the commercial interests of Great Britain, and a respect due to you, as one of its great manufacturing towns, to state, in a few words, that the conquest of this place opens an extensive channel for the manufactures of Great Britain.

Hitherto the trade of this country has been cramped beyond belief, and the manufactures of Great Britain could only find their way to this rich province by neutral bottoms and contraband intrigues; but from this moment its trade will be thrown open.—I need not point out to merchants of your extensive information, how beneficial the commerce of this hitherto neglected country will be; and you may form some judgment of its immense population by that of this city, which alone contains 70,000 inhabitants, wanting all sorts of goods of European manufacture.

The productions of this country are indigo, tobacco, Vincenta wool, cotton, tiger skins, seal skins, copperas, figs, dried tongues, beef and hams, saffron, cochineal, cocoa, hemp, hair, wheat, gums, drugs, gold, silver, and precious stones, exclusive of hides and tallow, which I consider the great staple, one million four hundred thousand of the former being annually exported. The short time we have been in possession, and the hurry of business, will not admit of my giving you any further information for the present; but if I can obtain a list of the articles most wanted, I will enclose it.

I have the honour to be,

GENTLEMEN,

Your most obedient humble Servant,

HOME POPHAM.

Copies of the above, we understand, were also transmitted to all the principal commercial and manufacturing towns in the kingdom. Sir Home Popham's attention, on this occasion, entitles him to great praise.

The value of Buenos Ayres, as a commercial *dépôt*, must be obvious from the above letter; and it will be still farther illustrated by the following account of the number of vessels entered inwards, and cleared outwards, with their cargoes, at that port. The extract is taken from a work, entitled *The* SPANISH UNIVERSAL TRAVELLER; and contains, we believe, the latest communications which have been published on the subject at Madrid:—

In 1796, there arrived 35 ships from Cadiz, 22 from Barcelona,

Malaga, and Alfaquez; 9 from Corunna; 5 from Santander; 1 from Vigo; and another from Gijon. The value of these cargoes, consisting of national productions, amounted to 1,705,866 American piastres. The value of the foreign goods, on board the same ships, amounted to 1,148,078 piastres. On the contrary, 26 vessels sailed for Cadiz; 10 for Barcelona, Malaga, and Alicant; 11 for Corunna; and 4 for Santander. These carried the value of 1,425,701 piastres in coined and uncoined gold. The silver exported amounted to 2,556,304 piastres, and 1,076,877 piastres in produce.

We learn, from the same publication, that, "during the same year, 1796, four Spanish and five foreign ships brought 1350 negroes to Buenos Ayres. On the contrary, nine Spanish, and two foreign ships, employed in the slave trade, sailed from thence. The value they exported amounted to 159,820 piastres, and in national produce and goods to 24,703 piastres."

Since the year 1796, on account of the war, and the consequent insecurity of trade, the commerce of Buenos Ayres has been less favourable to Spain. In 1798, at Buenos Ayres and Monte Video, there were about 3,000,000 of hides, which could not be exported, on account of their liability to be captured; and, in all probability, since that period the commercial difficulties of the inhabitants have greatly increased. Under the fostering influence of Britain, however, the trade will be found to revive, with increased energy.

To the reciprocal credit of Sir Home Popham, and of the British Ministry, the commercial regulations which were made by the former have been sanctioned by the latter; and, with certain exceptions, the trade between Buenos Ayres and this country, is now upon the same footing as that between Great Britain and her colonial possessions in North America and the West Indies. The importation of slaves, however, by way of traffic, is strictly prohibited.

Sir Home Popham, according to the latest advices, remained at Buenos Ayres, awaiting the arrival of such reinforcements as might enable him to proceed against Monte Video, the most

considerable harbour of the viceroyship *. A considerable number of troops is known to have left the Cape of Good Hope for Buenos Ayres; some reinforcements have also sailed from this country; and the probability is, that under the auspices of Sir Home Popham, and Major-General Beresford, Monte Video now forms a part of the British dominions.

From what we have already written, it must be obvious to the reader, that in the character of Sir Home Popham is displayed a happy combination of zeal, activity, and talents. His "*Exhortations and Injunctions to the Ship's Company of His Majesty's Ship Diadem*" †, when he assumed the command of that ship, present a striking and praiseworthy instance of his attention to the discipline, health, and comfort of his men. But it is not only in the mere routine of his profession that he is found to excel; his literary and scientific knowledge has enabled him, in various instances, to render important service to his country. Amongst other things, we are informed, by the biographer of Sir Home, in *Public Characters*, that he "has greatly improved telegraphic signals, as applied to maritime affairs. He has drawn up a vocabulary for this purpose, which, as well as the *modus operandi*, have been enumerated and described in a printed book, that has not, and perhaps ought not, to be circulated. From a cursory inspection of it, we perceive that it combines all the advantages of the alphabetical, together with those of the numerical arrangement, and appears to be superior to any hitherto discovered. It has been repeatedly tried, and was used for all the communications between the Army and Navy on the coast of the Red Sea. A course of experiments was also made

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* "There are two roads from Monte Video to Buenos Ayres; one by land as far as el Real de San Carlos. In dry seasons this is the nearest; but in wet weather the smallest streams are so swelled, that they cannot be passed without danger, if at all. At San Carlos there are plenty of boats to cross the Plata, which is there ten leagues broad; they carry orders from Government, and all kinds of provisions. The common way is by the river, as there are always boats to Monte Video. In favourable weather, the passage, which is forty leagues, may be made in 24 hours. But it may happen that it is not made in 14 days, when the wind is contrary." *Vide* The SPANISH UNIVERSAL TRAVELLER, before quoted.

† *Vide* NAVAL CHRONICLE, Vol. XIII, page 50.

on board Admiral Louis's fleet, and messages were conveyed from the Bay of Boulogne to Dungeness by its means in the space of eleven minutes."

We have seen the book here mentioned; and, from the estimation in which we know it to be holden by many experienced officers, we have no doubt of its excellence. Lord Nelson's *last* order—*England expects every man to do his duty*—was from Sir Home Popham's code of telegraphic signals.

Sir Home's comprehensiveness of observation, which he evinced in his commercial letter from Buenos Ayres, had before appeared in "*A Description of Prince of Wales Island in the Straits of Malacca, with its real and probable Advantages and Resources to recommend it as a Marine Establishment,*" which he published in the year 1805. The circumstance which induced the publication of this tract, was, that the establishment of a naval dock in India, for the building of ships of the line, had for some time engaged the attention of Lord Melville, and of the Governor General, who had entered into a long correspondence on the subject. Sir Home Popham, who, as we have already seen, was the discoverer of the southern passage, or outlet, from Prince of Wales Island to sea, had been there several times; and, amongst other things, had observed:—

1st, That the jungle or wild nutmeg grows there, and that the real nutmeg, cinnamon, and clove, might be cultivated to advantage.

2d, That it is far more eligible than either Bombay or Bengal for this purpose.

3d, That it is one of the most healthy spots in India, and abounds with fresh water.

4th, That it produces much timber; and if the teak-tree does not grow on the island, it is contiguous to the teak country.

And, 5th, That it possesses an excellent harbour.

Sir Home Popham afterwards supported his opinions on this subject at a General Court in the India House; but we are told, that "the Proprietors as well as Directors became disgusted on account of the persons proposed to fill up the various

new offices that were to have been created, as well as the enormous salaries that were to have been granted."

The humanity of Sir Home Popham is displayed in an interesting point of view, by the affidavit of Mr. Davis, one of the officers of the Romney, who states :—that Sir Home, in the most benevolent manner, supplied all the men who were sick with provisions and wine from his own table; and that one man, who was ill, was supplied with a pint of wine per day at Sir Home's expense, for upwards of twelve months, at a cost to him of *60l.* To this it may be added, that Sir Home appears to have been uniformly anxious, that the men's provisions should be of the best quality that could be procured.

Generosity is no less a prominent feature in the character of this officer than humanity. We have been informed, that when he commanded the Romney, in the Indian Seas, one of his Midshipmen wrote to him, requesting his interest to get him a Mate's birth in a country ship; on the receipt of which Sir Home sent for him, and asked whether his request proceeded from his dislike to the service in general, or from a wish to serve under some other Captain? The Midshipman replied, "Neither; for that he felt a sincere attachment to His Majesty's service, and had ever considered it the highest gratification and pride of his life to sail under Sir Home."—"Well," said Sir Home, "I have a wish to serve you, but must insist on your explaining your reasons for this application." After some hesitation, he replied, "Sir, the gentlemen of your quarter-deck have all friends who can, and do, supply them with money; I have none; and my slender finances will not allow me to keep pace with their mess; nor can I bear the mortification of living by myself."—"Well, well," said Sir Home, "if this be your only reason, I do not see why the service should lose a valuable officer for a little paltry cash; what you require for your mess draw on me for; I will answer it. I know, when you can, you will pay it; till that time arrives, never consider yourself in my debt."

We understand, that, previously to his leaving England for the Cape of Good Hope, Sir Home Popham vacated his seat

in Parliament. During the present general election, however, he has been returned as the representative of Shaftesbury.

We have the pleasure of adding, that the subject of this memoir has been married, ever since the year 1788, to a very handsome and very amiable woman, the daughter of Captain Prince, of the Honourable East India Company's service. By this lady he has a family of four girls and three boys. The eldest of the latter, now fifteen years of age, is at present with his father, in whose perils and successes he has had the honour of sharing.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

SIR HOME POPHAM'S IDEAS RESPECTING INVASION.

THE following are given, in a popular publication, as the ideas of Sir Home Popham respecting the invasion of this country by the French; with *some additional information*:—

The coasts of Essex, Sussex, and Kent, being the only ones that can be considered within the Narrow Seas, are alone subject to a general invasion; it therefore becomes an object of some consequence to ascertain what wind will permit the transports to sail out of every port of Holland to the eastward of Havre de Grace, and at the same time insure the smoothest water on the coast of England, because they can have no covering Navy, and must very much depend on small vessels for the purpose of disembarkation.

The wind from E. to E.N.E. will enable them to sail from the Brille, Helvoetsluys, and Flushing, for the southern part of Suffolk, and the coast of Essex; that is, from Orfordness to Maldon River. The distance across the sea may be about thirty-five leagues.

From Sluys, Ostend, Nieuport, and Dunkirk, the same wind will carry them through the Queen's and South Channels, up the Swale; and the distance from Sluys, which is the easternmost port, to Feversham, will not exceed thirty leagues. The Dutch turbot-men are as well acquainted with the coasts of Kent and

Essex, and the channels leading to the Thames, as our own Pilots.

But taking it for granted, that the invasion will be confined to the Narrow Seas, the places from which an embarkation can be made, unless Guernsey or Jersey should be first attempted, are those between Gravelines and Havre, viz.

1. Gravelines,	6. St. Vallery,
2. Calais,	7. Triport,
3. Boulogne,	8. Dieppe,
4. Etapelles,	9. Fescamp,
5. Crotoy,	10. Havre de Grace,

distance to the S.W. coast of Kent, and coast of Sussex, from 15 to 25 leagues.

The fleet in the Downs, with the Goodwin Sands, are such securities to the coast between the Two Forelands, that little is to be apprehended in that space. In Eastware Bay, which is about a mile and a quarter long, a landing may be effected; but it is so surrounded by cliffs, that the attempt would be dangerous*.

From a little eastward of Folkstone, to the sea wall near Dymchurch, there is a fine bay of six miles, in which infantry may land at any time, and cannon and cavalry be landed at half-tide; and in many places, particularly near Sandgate Castle†, the shore is so bold, that large ships may anchor within half a mile, in case Dutch men of war are employed to cover their landing.

To the eastward of Dymchurch the land begins to trend to the southward, and consequently the E.N.E. wind, which is the best for a general invasion, would make so much sea from thence to the Ness Point, that it would be impossible to attempt a landing; independent of which, the shore is so flat at and near Romney, that the enemy could only land infantry in small boats, except at high water.

From Ness Point to the entrance of Rye Old Harbour, there is a fine steep shingle beach, and with an easterly wind the sea is as smooth as possible. From Rye Old Harbour, to Hooksledge, or the end of Pittevel, a distance of five miles, there is an uncommon fine beach of sand and shingle, on which, with an easterly wind, a debarkation to any extent may be made; and in this space is a

* In addition to the natural defence from the high grounds that overlook Eastware Bay, three Martello towers were built during the summer of 1805.

† Since the above was written, the keep of Sandgate Castle is converted into a Martello tower. Shorn Cliff is provided with cannon of a large calibre, and a military canal in part cut from the latter to the neighbourhood of Rye.

harbour, called Providence Harbour, formed by a natural beach thrown up parallel to the shore, and at right angles with the entrance of Rye New Harbour, in which Captain Popham has seen fifteen square-rigged vessels at a time. Large cutters, drawing eleven feet of water, also use it; but as there is not more than two feet at low water, any vessels sent there must take the ground. It is perhaps also, he thinks, under the range of mortars from Winchelsea Terrace.

From Hooksledge to Hastings there is an inaccessible cliff of five miles, having only two narrow passes, Ecclesbourne* and Govers. From Hastings to Bowpeep Barracks the shore is rocky, and a landing would be attended with some risk at low water; but from Bowpeep to Bulverhithe, a distance of two miles, there is probably as fine a beach as any in the world to land infantry, cavalry, or cannon, and large ships may anchor half a mile from the shore.

From Bulverhithe Point, about four miles to the westward, the shore is rocky, and cannot be used at low water; but from thence to Beachy Head, there is in general so fine a beach, that a landing may be made at any time of tide; but an E.N.E. wind would make a considerable sea from Pevensey to Langley Point, as the coast trends there much to the eastward; but from Langley Point, nearly to the pitch of Beachy Head, the water would be perfectly smooth. Although some spots between Hastings and Beachy are rocky, yet they are not to be considered as barriers to a general debarkation in this bay, which is spacious, and possesses the advantage of having been used with success on a former occasion†.

From Beachy Head to Selsey Hill, some partial spots are rocky; but an E.N.E. wind makes such smooth water along the coast, that the rocks can scarcely be said to prevent any part of it being used for the purpose of debarkation.

NEW INVENTED TELEGRAPH.

THE Society for the Encouragement of Arts, &c. has adjudged a silver medal, and ten guineas, to a Mr. Joseph Davis, for his invention of a day and night telegraph. The day telegraph works on a superior principle to that at present in use; it is not so liable to get out of order, and facilitates the correspondence. The night

* Barracks have been since built, and cannon mounted, in this neighbourhood.

† In 1804, the foundation of a range of Martello towers was laid, and they are now completed.

telegraph can at any time be got ready and fixed in a few minutes; it admits lights of any description, simple or compound, which are not liable to injury from the weather; the situation in which they are placed with the line of direction makes the night telegraph equally useful with that for the day. Before the centre lamp in the night telegraph is a plane convex, or double convex lens of any focus or diameter, formed hollow so as to admit of being filled with any transparent coloured liquor, to which lens there should be a neck or tube, to admit of the contraction or expansion of the coloured liquor. The night telegraph has 63 changes, without varying the line of direction. The middle shutter of the day telegraph works in grooves on each side: it is raised and lowered by a pole. If placed in the centre, it forms with the six shutters 126 changes, and by being raised occasionally in a line with the upper shutters, or drawn down to the line with the lower shutters, will form in the whole 252 changes. It is portable; and may, when not in actual work, be lowered within the house.

BARBAROUS MASSACRE OF THE CREW OF THE SHIP ATAHUALPA, BY THE INDIANS.

THE following distressing details are copied from a late American Paper, entitled *The* INDEPENDENT CHRONICLE; and may be considered as a dreadful warning against the insidious and cruel conduct of the American Indians:—

Some weeks since, a short and imperfect account was given in the papers, relative to the unfortunate Captain Porter and crew, while trading on the north-west coast. We are now enabled, by the politeness of Mr. Joel Richardson, who was Armourer on board, to give a correct narrative of the murder of Captain Oliver Porter, his two Mates, Mr. Lyman Plummer, and six seamen, belonging to the ship Atahualpa, of Boston.

The ship left Boston in August, 1803, bound to the north-west coast of America, for the purpose of trading with the natives. She arrived safe on the coast in the month of January, 1804; and, after visiting the several islands, and purchasing skins, on the 5th June, 1805, weighed anchor from Chockcoe, on the N.W. coast, and made sail. On the 8th arrived at Mill-bank Sound, and came to an anchor within musket-shot of the village. Soon after her arrival, the Chief of the Indians, by the name of Kiete, came off to the ship, with some more of his tribe, and informed the Captain, that the Caroline, Captain Sturgess, had sailed from thence ten days before.

On the 11th, the Chief came off again, with his tribe, and another tribe that was there, and traded very briskly till towards night, when, becoming very insolent, they were all turned out of the ship.

On the 13th, Kiete and his tribe came on board in the morning, and seemed much more desirous to trade than before, which Captain Porter was very glad to see. The chief Mate and two of the ship's company were then engaged in ripping the main-stay-sail in pieces, on the quarter-deck; the second Mate, with two hands, repairing the main-top-sail; two on the starboard side of the main deck, spinning spun-yarn; two more on the forecastle, making sinnet; two more on the larboard side of the main deck, running shot in the Armourer's forge; the Cooper was making tubs; the Cook and Captain's Steward in the galley, at their duty; and all hands, as usual, employed on the ship's duty; the Armourer was in the steerage, and the Boatswain in the cabin; Captain Porter, Mr. Ratstraw, his Clerk, and Mr. Lyman Plummer, (nephew of Theodore Lyman, Esq. of Boston, ship's owner,) were standing on the larboard side of the quarter-deck, abreast of the cabin hatchway. The Chief, Kiete, stood leaning on the rail, and called Captain Porter to look at the skins that were in a canoe alongside the ship; the Captain accordingly went to look over the side, when the Chief, with some more Indians, laid hold of him, and gave a shout; immediately all the Indians alongside of the canoes, and those on board, armed with daggers, pistols, pikes, and other weapons, seized every man on deck, who were totally unprepared for so sudden an attack. A most dreadful and sanguinary contest immediately took place; when, after a short, but bloody engagement, of about five minutes, the deck was completely cleared of them.

There were about 200 Indians, it is supposed, on board at this time. They first daggered Captain Porter several times in the back, put him in a canoe alongside, and carried him on shore; and as we were afterwards informed by Captain Smith, of the ship Mary, of Boston, who was informed by the New Heita tribe, was by them tied to a tree, in which unhappy and miserable situation he languished fifteen* days, refusing every species of nourishment offered him by these savages, occasioned by his grief at this unhappy accident.

* This appears a very improbable length of time. It may possibly be an error of the press, in the paper from which the account is copied.

Previous to this fatal business, there were 23 hands on board; ten of whom were barbarously killed, and nine wounded. Among the killed are Captain Oliver Porter; Mr. John Hill, chief Mate; Daniel Gooding, second Mate; John G. Ratstraw, Captain's Clerk; Mr. Lyman Plummer; Peter Spooner, Luther Lapham, Samuel Lapham, Seamen; Isaac Sammes, Cooper; and John Williams, Cook. Mr. Lyman Plummer survived about two hours after he was wounded. The Cook, who was most shockingly cut and mangled, languished till about six o'clock the next morning.

Among the wounded were Ebenezer Baker, seaman, most dangerously, with daggers, he having two stabs in his left thigh, one in his privates, one in his back, one in his breast, and one in his neck; Henry Thompson, seaman, very dangerously, with daggers, having one wound on his right side, one on the left shoulder, another on the left arm, and two or three smaller ones on the same arm, one on the right temple, and another on the left cheek; Ebenezer Williams, seaman, had three wounds in his thigh, with daggers, two on his back, and one on the right shoulder, with a boarding pike; Luke Bates, seaman, wounded on his right shoulder with a boarding pike; Joseph Robinson, Carpenter, wounded on the left breast; Thomas Edwards, Steward, stabbed on the left shoulder; W. Walker had two stabs with daggers in the small of his back.

After the decks were cleared of these sanguinary savages, several guns were fired at the village, the sails were loosened, stream cable cut, and the ship put to sea. The same night she got under weigh, seven large war canoes hove in sight, with about thirty Indians in each. In this deplorable condition, with only four or five hands on board capable of duty, the Atahualpa shaped her course for New Heita; but the wind chopping round, put about, and stood to the westward.

On the 17th, it was thought time to bury the dead, when, after having sewed them up, and got them ready for interment, prayers were read. They were then buried in Queen Charlotte's Sound.

It cannot be ascertained, with any degree of accuracy, how many of the Indians were killed in this dreadful contest; it is supposed, however, that the number must have exceeded forty; for a large canoe being under the ship's bow, with about twenty Indians in her, who were cutting a cable, a swivel and several muskets were fired into her, and but one Indian reached the shore.

During the conflict with the savages, there were two barrels of

powder unheaded, and a loaded pistol prepared and given to a person who stood ready, should they get into the cabin, and secure to themselves the ship, to fire into it, and blow the whole up, preferring to die in that manner, rather than fall into the hands of such merciless wretches.

Letter of Sir JAMES SAUMAREZ, *to* CAPTAIN THICKNESSE, *of the* SHELDRAKE, *in answer to his Account of the Action with la* SALAMANDRE.

THE following letter, though not official, appears worthy of preservation :—

SIR, *Inconstant, Guernsey Road, Oct. 15, 1806.*

I have to acknowledge the receipt of your letter of the 14th instant, giving me a detailed account of the gallant and very spirited attack made on the enemy's frigate la Salamandre, by His Majesty's ship Constance, Sheldrake sloop under your command, and Strenuous gun-brig, commanded by Lieutenant Nugent, which terminated in the destruction of the enemy's ship, although supported by batteries from the shore, and a galling fire from field pieces and musketry.

In sincerely lamenting the death of Captain Burrowes, with the other gallant men who fell in this brave enterprise, I cannot sufficiently applaud the exertions made by you and the officers and men under your orders, in preventing the Constance, after she had grounded, from falling into the enemy's hands ; and although your efforts to bring her off proved unavailing, it is great satisfaction to know that she is rendered entirely useless to the enemy, and that you succeeded in totally destroying the Salamandre.

I beg you will accept my sincere thanks for the exertions you have displayed on this occasion, and that you will communicate the same to the officers and men of His Majesty's sloop under your command, and also to Lieutenant Nugent, and the officers and crew of the Strenuous.

I am, Sir,

Your most obedient humble Servant,

JAMES SAUMAREZ.

Capt. Thicknesse, His Majesty's Sloop Sheldrake.

STATUE OF LORD NELSON.

THE principal inhabitants of the Island of Barbadoes have instituted a Subscription, for the erection of a Statue to the

memory of the late illustrious Admiral Lord Nelson.—The following is a copy of an advertisement, for promoting this subscription, which appears in the Barbadoes Mercury :—

With a view of testifying the high regard and veneration which the people of this ancient and loyal Colony entertain of the transcendant services rendered to the British Empire by the late heroic Lord Nelson, who, by his indefatigable zeal, preserved *this*, and the other British West India Islands, from the grasp of a powerful enemy ; and who, by an unparalleled series of victories, has added the highest lustre to the British Navy ; it is proposed to erect an elegant Statue of Bronze to the memory of this Immortal Hero, (who fell in the moment of decisive Victory,) in some conspicuous part of Bridge Town, which may at once manifest the liberality of the people of Barbadoes, and show their due appreciation of his meritorious services.—The public at large are therefore invited to contribute to this laudable undertaking, which has already received the highest encouragement from some of the most respectable inhabitants. And for the better promotion of this object, the following Gentlemen will constitute a Committee to manage the appropriation of the Funds, with a due regard to the faithful execution of the Statue to be erected :—

HON. BENJ. HINDS,	DAVID HALL, Esq.
JAMES MAXWELL, ESQ.	JOHN HIGGINSON, Esq.
GEORGE CRUDEN, Esq.	J. C. COLEMAN, Esq.

and, by their appointment, subscriptions are received by Mr. Orderson, Proprietor of the Mercury and Gazette ; lists of which will be published in that paper from time to time, as they are given in.

In the list of Subscribers, who are very numerous and respectable, appears the name of the Right Hon. Lord Seaforth, for 100*l*.

To the above advertisement is subjoined the following "DESCRIPTION *of a whole length Model of the late lamented Lord Viscount Nelson; intended as a Design for a Public Statue*:"—

The subject which the Artist has chosen is from the Hero's most memorable words—

"*England expects that every Man will do his duty.*"

And this Motto (than which history records none greater in the

hour of battle) is placed in golden letters on the plinth which supports the Admiral.

His Lordship is in the dress and full insignia which he wore when he led to victory, and partially reclines on a broken mast.

The figure is round, two feet eight inches high, and stands on a pedestal of the doric order, denoting strength: on the front of the base is a basso-relievo, representing Britannia mourning over a monument; the Urn on which she leans is engraven with the name of her "NELSON;" and beneath it "*Trafalgar, October* 21, 1805," records the brilliant close of a life of glory.

On the sides of the Pedestal are Medallions, with the Inscriptions:—

REARED

BY THE

LOYAL INHABITANTS

OF

BARBADOES,

TO THE

IMMORTAL MEMORY

OF

LORD VISCOUNT NELSON.

And at the back of it is an anchor raised, denoting the battles of the Nile and Copenhagen, where he defeated the fleets of the enemies of his Country at anchor.

The whole, Pedestal and Figure, stands five feet high, within a railing raised on a platform.

VICE-ADMIRAL DUCKWORTH, AND REAR-ADMIRAL COCHRANE.

THE following Address, from the *House of Assembly*, of the Island of St. Christopher, was presented to Vice-Admiral Sir John Thomas Duckworth, K.B., and Rear-Admiral the Honourable Alexander Cochrane, and the officers of their squadrons, on the 31st of January, 1806:—

Not to feel joy and exultation on the arrival of yourselves and your squadrons in the harbours of St. Christopher, is impossible.

The coldest and most unpatriotic bosoms must swell with pleasure and pride, when they behold the fleets which have borne in triumph the banners of their country across an ocean where the enemy so lately reigned masters; which have pursued, over the billows of the Atlantic, a foe who destroyed the commerce, and menaced the safety of the colonies; which have converted his power into acknowledged inferiority, and denied him safety, except in the coward's refuge—Flight!

But how must the pleasure and pride, the joy and exultation of every beholder be increased, when he discovers the Order of the Nile among the insignia of the squadrons! When he distinguishes, among their Chiefs and Leaders, the companions in arms of HIM, who need not be named to be remembered, whenever Glory is the theme! of Victory's darling Son! for whose loss she has changed her laurels into cypress, and sits disconsolate, though surrounded by conquests.

But, away with despair!—dejection is injustice! raise, Queen of Triumphs! thy drooping head, and contemplate the bands of Heroes by whom thou art encircled!—Names as renowned as those whom Henry, at Agincourt, deemed and proved unconquerable. Duckworth and Cochrane; Louis and Keates; Stopford and Malcolm; Berry and Fahie; Austin and Dun; Pym and Morris; these tried and undaunted spirits will repair thy loss, extend thy Empire, and diffuse thy glory, wherever Ocean rolls his waves, or Navies hurl their thunder.

JOHN GARNET,
Speaker.

Assembly Room, January 31, 1806.

To the above Address, so honourable to all the parties concerned, the following answer was returned:—

His Majesty's Ship Superb, Bassetcrre Road,
St. Christopher's, Jan. 31, 1806.

GENTLEMEN,

The sentiments expressed in the Address with which you have this day honoured the Admirals and Captains serving in the squadron in this road, cannot but be flattering to their feelings.

Knowing, as they do, the parental solicitude of their Royal Master for all his subjects, and the particular interest he takes in the safety and protection of his Colonies, it cannot but be highly gratifying to them, that in the execution of their duty they have contributed to the comfort, and relieved the minds of the Assembly and Inhabitants of this Island from an anxiety respecting its security: and, with every wish for the continuance of that security,

we have the honour to be, in the name of ourselves, Rear-Admiral Louis, and the Captains and Officers serving under our command,

GENTLEMEN,

Your most obedient, and most humble Servants,

J. T. DUCKWORTH,
Vice-Admiral of the White.

ALEX. COCHRANE,
Rear-Admiral of the White.

To the Honourable the House of Assembly,
St. Christopher's.

DINNER AT BRIDGETOWN, IN THE ISLAND OF BARBADOES, IN HONOUR OF REAR-ADMIRAL COCHRANE.

ON the 14th of March, the principal commercial inhabitants of the Island of Barbadoes gave a public dinner, in honour of Rear-Admiral Cochrane. That distinguished Commander, with the whole of his Officers, and the Captains and Officers of all His Majesty's ships then in the Bay, were invited to partake of it; and, his Excellency Governor Lord Seaforth, Lieutenant-General Beckwith, and Brigadier Maclean, with their respective suites, and the whole of the Staff and Field Officers on the station, having requested to join them, a party of nearly 150 persons sat down to dinner, at Free Masons' Hall; James Maxwell, Esq. in the chair; George Reed, John Gordon, and J. C. Coleman, Esq. acting as Vice-Presidents.

As soon as the cloth was removed, the President gave "*The King*," the music (an excellent band) playing "*God save the King*." He then gave "*Admiral Cochrane;*" and as soon as the music had ceased playing "*See the Conquering Hero comes*," the Admiral rose, and in a short but most animated address, expressed himself deeply impressed with a high sense of obligation for the flattering attention that had been so uniformly shown him since his coming to the Island, and particularly on his recent return to it. After the music had played "*Rule Britannia*," the following toasts were given in succession by the President:—

"*The Prince of Wales.*"
"*The Queen and Royal Family.*"
"*The Duke of York and the Army.*"
"*The Duke of Clarence and the Navy.*"
"*Lord Seaforth.*"
"*General Beckwith, and the Forces under his Command.*"

"*Admirals Duckworth, Cochrane, Louis, and the glorious 6th of February.*"

"*The Captains, Officers, and Seamen of His Majesty's Squadron on this Station.*"

"*The Memory of Mr. Pitt.*"

"*Success to His Majesty's Councils.*"

"*The Memory of Lord Nelson.*"

"*May the other Detachments of the French Squadron meet the fate of those off St. Domingo.*"

"*Sir Samuel Hood.*"

"*May the Arms of Great Britain triumph over Ambition and Tyranny.*"

"*Prosperity to the Sister Colonies.*"

Lord Seaforth, General Beckwith, and General Maclean, on their healths having been drunk, replied in very handsome terms; and, after "*The victorious Triumphs of the 6th of February*" had been drunk, with enthusiasm, by all present, a gentleman sang some stanzas, which he had prepared for the occasion, with the concluding chorus of—

"Then to Duckworth, and Cochrane, and Louis, we'll sing,
"Their healths let us drink, boys,
"Three cheers let us give, boys,
"They've conquer'd for us, for their Country and King!"

In the course of the evening, His Excellency, Lord Seaforth, alluding to the repeated checks given by the British Navy to Buonaparté's ambition of obtaining "Ships, Colonies, and Commerce," gave, "*May Great Britain beat the Usurper, until he is left without an inch of Territory, or a Raft on the Ocean;*" which went round in a bumper, with three times three. Repeated cheers also followed "*The Wars waged for the Independence of the British Empire,*" which was given by General Beckwith. There were many other toasts drank; and among them, that to—"*Lord Barham* (First Lord of the Admiralty)," and "*The British Constitution,*" were received with great enthusiasm; and a general burst of approbation followed, "*May our Private Interest never lull our Public Spirit for the Good and Honour of our Country,*" given by Mr. Reed.

Such was the general harmony and festivity which prevailed, that it was near nine o'clock before either the Admiral, the Governor, or the General, withdrew; nor did the whole company separate until long after ten.

Amongst the ornaments of the room in which the dinner was served, was an anchor, entwined with artificial roses, thistles, and shamrock, suspended under an emblematic transparency; and, in the centre of the room, the St. George's Jack, made of light silk, floated in honour of the Rear-Admiral's victorious flag.

CORRESPONDENCE.

SIR, *November* 7, 1806.

GIVE me leave to recommend, through the medium of your NAVAL CHRONICLE, a system of Naval Signals, which are entirely new in principle. I am aware that an objection to them arises from their being less simple in the entire arrangement than those at present used in the Navy, and that simplicity is an object of the first consequence in Naval Signals, as it renders them less liable to mistakes; but, anticipating this difficulty, I am provided with a *contre projet*, which I think will entirely do away the objection. I would have the 700 signals, which may be displayed without resorting to secondary substitutes, used as the general ordinary signals, and the other 300 set apart for signals not in general use, or employed as private signals, in which mode they will profit by a want of simplicity, because they will on that very account be less liable to detection.

It cannot be expected that a new system should be at once so perfect as to crush every objection; and perhaps if it was, it might fall under the censure of prejudice; but if this project is attended to, there can be no doubt but it will be found fertile of improvement. By inserting the contents of these papers you will greatly oblige, Sir,

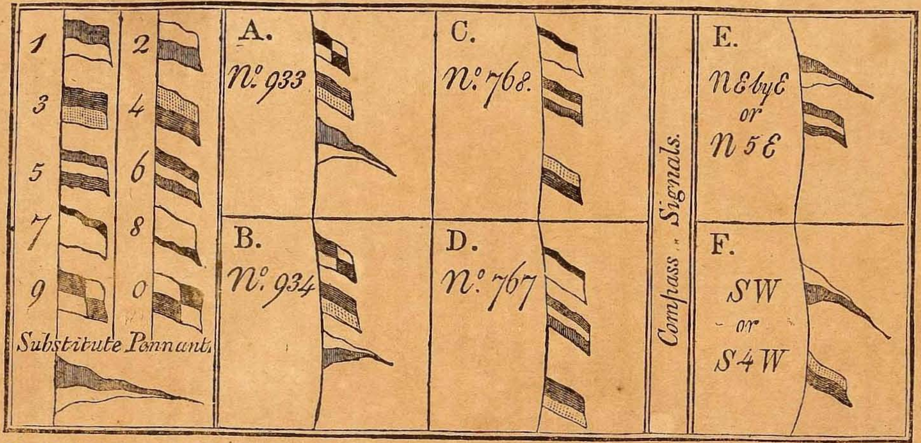
Your very humble Servant,

J. E. CONANT.

I am afraid that the annexed plan will not readily be understood without an engraved sketch to supply the references: it may therefore be convenient to observe, that the following are the heraldic representation of colours—

signifies Red, Blue, and Yellow.

To make a thousand Signals (besides Compass Signals) with five Flags and a Pennant.



The first column of the above draught represents the five flags marked 1, 3, 5, 7, and 9. In the adjoining column the same flags are shown in their inverted position; thus, No. 1 inverted signifies 2; No. 3 inverted, signifies 4, and so forth.

But every signal, from 1 to 1000, cannot be made by these five flags alone; for instance, No. 12 would require two flags alike to represent the 1 and the 2; on such occasions, therefore, the substitute pennant, as shown in the draught, will be used to represent the flag it stands under; but if inverted, (that is, with the red downwards,) it will stand for the other position of that flag. Thus the substitute, as shown in figure A, makes the signal No. 933; but, as shown in figure B, it makes No. 934.

When the number of the signal amounts to three figures, and the last figure happens to be either the same as the first, or a figure which would want the same flag to express it, place any spare flag beneath the other two, but at an increased distance below them, as a substitute for the first flag of the signal; then if this spare flag is placed with its darker part uppermost, it will be a duplicate to the first flag of the signal in its *present* position; but if placed with its lighter part uppermost, it will then represent the *other* position of that first flag. For example, to make signal 768, the flag which would express the 8 being already used for the 7, a spare flag must be shown under the other two with a long *distance line*, and its darker part downwards, which will be then known to represent 8; see figure C. If the signal was 767, the spare flag above mentioned would be shown with its darker part uppermost, because then it would stand for the same figure as the upper or first flag of the signal; see figure D.

The Compass Signals here introduced denote the points of the compass by figures instead of letters, every one knows; for instance, that N. 5 points E. signifies N.E. by E. A Compass Signal is to be always distinguished by the substitute pennant, with one flag under it. This pennant, with its red side uppermost, denoting North, but with its other side uppermost South; the numeral flag beneath it shows the number of points; and if Easterly, it is placed immediately under it; but if Westerly, then at some distance under it, like a substitute; see the examples E and F.

As these general signal flags serve also for Compass Signals, the latter of course can in general only be shown after or before the others.

Seven hundred of these signals, which either require no substitutes, or want them only as mere duplicates, are already familiar at sea, for they agree in principle with those now made use of, and the rest (for instance, the numbers 12, 120, 132,) would become easy with very little practice; or might even, if thought inconvenient, be reserved apart for such signals as are not in common use.

It may be convenient to remark, that when a substitute is used for the other position of any flag above it, if the flag above stands for an *even* figure, (as 4 or 6,) the substitute will stand for the figure that immediately *precedes* it, and *vice versa*.

According to the present system of Naval Signals, they employ in the whole no less than 18 different flags and pennants, the general signals alone requiring 12, which profusion might thus be reduced to five common flags and one pennant, capable of being interchanged occasionally to deceive the enemy, without causing any confusion.

VOYAGE UP THE MEDITERRANEAN.

An Account of a Voyage up the Mediterranean to Athens, 1800, 1801, 1802, 1803, *in His Majesty's Ship the* BRAAKEL, *commanded by the late* CAPTAIN GEORGE CLARKE: *contained in Three Letters, written by one of the Warrant Officers of that Ship.*

[Concluded from page 324.]

[Third Letter.]

THE countries I have passed through, and the manners and customs of the different inhabitants, have afforded more materials for reflection than for food. The wonderful revolutions that have happened in the course of ages are really astonishing. We read of cities that once existed, where at present not a vestige remains; and where the most opulent part of the ancient city of Athens once stood, there is not now a stone; even the walls are razed, and different travellers assign different boundaries for its size. However, we could ascertain here and there houses, that were built when the city was in its greatest splendour; but it was then in that part of the town that was most retired, and unfrequented. An house, called the lanthorn of Demosthenes, exactly answering the description of the earliest historians, still exists, and complete: that part of it where he studied, and composed his orations, is in the form and shape of a lanthorn of our day; and is little larger in the inside, than would just allow him to turn round: and that no object should engage his attention from the subject of his study, there was no admission of light.

It is natural to suppose such a man would choose a retired part of the town; but still it is not situated far from Pnyx, or the place where the orators assembled to discuss and deliver their

sentiments on state affairs. That place allows us still to form some idea of what it was intended for; and the mind is filled, on examining it, with veneration for the wisdom and ancient customs of these people. As it may possibly, after the fatigues of a busy day, afford you a little amusement in the perusal, I shall endeavour roughly to trace out this spot, with such remarks as occurred to me, when with an oration of Demosthenes in my hand, I spent part of a day there alone. But I must first mention to you, that the following well known anecdote of Demosthenes is also recorded by the Greeks of the present day. When engaged in a literary pursuit, and in order to prevent his going abroad, if his inclinations bent that way, he shaved off one half of his beard, which consequently would have exposed the grave senator to the ridicule of the multitude, if he had appeared in the streets; and to go out beardless would have been still worse, for he would instantly have forfeited the esteem of his countrymen; losing, in such case, all rank, and, what was dearer to him, the title of an Elder. You will be able to judge what length of time it took for his beard to recover an elegant appearance. The gravity of the big wig of our day is but a Gothic substitute for the venerable beard of ancient time: both may betoken the age of the person, but both do not equally demand respect. But to return from this digression; let us walk to Pnyx, or the assembly. It is situated on an eminence about half way up a hill, whence are observable all the temples dedicated to the Gods, and nearly the whole of the city: part of it only being hidden by a mountain, or fortified hill, in the middle, formerly, or nearly so of the city, on which are temples, some almost perfect; immense piles of marble, descriptive of the knowledge these people once possessed in the art of sculpture.

The mob of Athens, who themselves always decided on important state questions, such as peace or war, being collected here; the orator, when pleading for the latter, after working up the minds of his hearers almost to a pitch of enthusiastic madness, would, in order to secure his conquest in their hearts, and to gain the honour of victory, call their attention to the defence of their wives, their children, and the temples of their Gods thus present to their view: if they did not hasten to seek the enemies of the state, their houses were exposed to danger, and the country around would be despoiled by an invading foe. What can so soon rouse a man's anger and determination as those ideas? the applauding shout was instantly given; war was decided on, they would hear no further counsel, but instantly prepared for battle. Another

reason for choosing this spot, was, that only two objects could gain their attention, the orators and their town.

You are to consider that this endeavour to give you an hour's entertainment comes from an illiterate hand. Whither then shall I lead you next? Will you mount the Areopagus? it is situated within the walls of the ancient, and present city. This place, now an unornamented hill, affords a fund of reflection for that man who allots some portion of his existence unto thought: for whether we look into the pages of christianity, or of paganism, this hill equally merits our attention. For my part, on ascending it, I felt a christian enthusiasm, as I repeated with the Apostle,

Ye Men of Athens! I perceive that in all things ye are too superstitious: for as I passed by, and beheld your devotions, I found an Altar with this inscription—To THE UNKNOWN GOD! *Whom, therefore, ye ignorantly worship, Him declare I unto you**.

Dionysius the Areopagite, who was sensibly struck with the forcible language of St. Paul, and converted to christianity, formed a church out of the rock, the remains of which are perceptible; and the Greeks continue to paint figures of the Virgin, &c.; and on the festival of St. Paul, O.S., they make a grand procession to this spot: the Turks not molesting them, but, to use a phrase of theirs, *pitying their superstitious ignorance.*

The Pnyx was chosen without the walls of the city, the Areopagus in it: Why? Can it be supposed that it arose from this? that on the Pnyx free opinion was to be given not cognizable by the laws; because in the judgment passed there, their own lives, their liberties, (and that included every thing in ancient times,) and property existed: of course, cautious would be their decision; for the great mass of the people would be the persons injured, and the greatest sufferers. But on the Areopagus, crimes, such as murder, impiety, immorality, and especially idleness, which, by the Athenians, was considered as the source of all wickedness, were tried; and so pure were the judges considered, that they conceived it necessary to sit in the open air, lest they should become infected with the crime of the person accused. One part of the custom of their law was curious, and beautifully descriptive of justice and impartiality. In the night all causes were tried and sentences passed: the cause also was pleaded in plain language, without any fine declamatory oratory, lest their judgment should

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* Acts, xvii. 23.

be biassed; and they chose the night, because they should not be attracted by either youth or beauty, that might raise compassion in the breast. Hence their decisions were considered so just, that the parties were always satisfied with the sentence. We enjoyed from this hill a fine view of the city, and the eye is carried over a vast plain, covered with thousands of olive trees, which thrive hereabouts so well, that it is probable the fable in Hyginus originated from this circumstance. On the front of the temple of Minerva this fable is beautifully represented by the sculptor; of which I shall here give a brief description.

It was to be decided by the gods who should have the honour of giving a name to this city; and which of the two disputants could offer the thing most beneficial or useful to mankind, should have the preference; Minerva produced the olive tree, and Neptune a horse: Jupiter decided in favour of Minerva; and to this day an extent, probably of ten miles, is covered with this ever-green tree, producing as much oil as would feed the inhabitants of the largest city in the world. It is an article of great commerce at present: and I must not omit telling you, (for these trees never die, but have descended time unknown from generation to generation, and are disposed of the same as in England you would sell an estate or a house,) that money is not here given to children on marriage, but a certain number of olive trees are bestowed as a portion.

As marriage is a curious ceremony amongst the Greeks, and as I had two or three opportunities of observing it, I will inform you of the mode taken to bring it about. Parents contract for their children, who never disobey; and it is considered a good or a bad marriage, according to the quantity of property given with it. Sometimes a contract of marriage is formed seven years before it is celebrated: but the parties are never permitted to visit, or even see each other. One of the daughters of the British Consul at Athens, was married whilst the Braakel was there, and Lord and Lady Elgin assisted at it: and in order to make it as curious as possible, and at the same time as ceremonious, the Archbishop performed it in person. (The town of Athens is situated about eight miles from Port Piræus, where the ship was anchored.) Being invited with Captain Clarke to dine about a week before at the Consul's, and arriving pretty early in the morning, his wife (a very nice old woman) could not resist the inclination she had, to show us all the things she had collected for her daughter's marriage, *i. e.*, on her part; and which has nothing to do with the father's present:

for then I learnt that a woman takes with her from her mother, on parting, as much clothes as will last her for life; and it never is expected that the husband provides any afterwards. Accordingly, we were conducted to a large room over the ladies' apartments, (always distinct and separate from the men's,) where the marriage ceremony was to be performed, attended by the mother, two aunts, and three daughters; the latter uncovered, (a great favour); and the young lady betrothed, the eldest one of the three, though evidently not very well pleased. The poor girl blushed and cried much; whilst the old ladies, forming a perfect contrast, were highly delighted in showing us the things, especially those the young lady was to wear on the day of marriage, beginning with the outside garments; a rich pelise, edged with very fine fur, and lined entirely with it; then a garment not unlike a pair of stays, made to fit the body, of purple satin, which was only observable here and there, being very beautifully embroidered in gold: after these were shown an immense quantity of petticoats. But these, with the other things that were to last for life, I shall pass over, saying they were sufficient, and more than sufficient. But now we come to the curious part of this entertainment: the shift, made of the most beautiful muslin, was produced; the old women gigling, and the young ones blushing: it was made in the same shape as those of our ladies, tying over the breasts with riband. Then were brought forward the breeches, or drawers, six pair, which were all to be worn; and which must every one be untied by the husband: and the favour of untying the last, the finest and most beautiful, has been known to have been refused after a three day's solicitation, if the lady was not pleased with the choice made for her: for after the last favour is granted, she is held in very little respect, and thought little more of than a slave. During this interval the intended husband makes her valuable presents, of rings, jewels, &c., and sometimes continues to remain fond and attached for years. The ladies held out this last pair of drawers, to show us the beauty and prodigious size of them: for it would have held a Boatswain, body and all: drawing round the waist with a silk cord, and not open in the front. At this period of the show, the damsel who was to be decorated with it, cried a great deal; and it appeared to me, not to be the cry of affectation: and I would fain have soothed her by a kiss: but in these countries, that is an idea never dreamt of. However, after unloading half a dozen large trunks, our attention was called

to another object; a pile of mattresses, very large, and about twelve in number, as nearly as I can recollect. One of the old ladies here expatiated a great deal on the happiness of being married to a good man, who would let his wife lay her head on his arm, whilst he admired her beauty: this was her exact observation, which plainly hinted that the objects to whom they were joined, being entirely mercenary, were seldom such as they could wish for: but it had been her lot to meet with a good one. The next things we were shown were the culinary utensils, with the dishes, &c.; there were as many as would dress a dinner for fifty people, and six spits.

The ceremony was to take place on Sunday; on the Friday previous, these things I have been mentioning were carried in procession to the house of the bridegroom, who gave a great feast on the wedding-day; whilst he on the other hand sends by his female relations presents to his intended bride, which she is decorated with on the wedding-day; chiefly consisting of Venetian zequins, which, however, the husband generally takes from her after her beauty begins to fade: and it is uncommon to see in Greece a zequin, that has not been perforated, no doubt for these purposes. Well, Sir, the morning at length arrived; and by day-light the lady or bride was placed in the corner of the room, seated on some eminence covered over with a crimson mantle, bespangled with gold; head and all covered; through which neither features nor person are discernible: though she can see who are in the room. Upon her head is a tinsel crown, decorated with gold and feathers. Music announces the event to the neighbourhood; and the doors are open to receive all the women round; who, dressed in their best bibs and tuckers, call to pay their congratulations, and to dance before the bride. And here I saw the ancient dance of Theseus, who, by means of a clue of thread, found his way out of the labyrinth, after he had destroyed the Minotaur. One lady represented Ariadne, holding the point or corner of a large handkerchief in her hand; the opposite of which she gave to the first of a long string of damsels, joined hand in hand, whom she led round and round in a hundred different mazes, to a slow tune: they moving in graceful measure, until she at last brought them out of the labyrinth, which is shown by the music rejoicing, and they dancing in very quick time. May not the modern country dance take its origin from this? The particular friends of the family, on entering the room, approached the bride, and getting underneath the

mantle, saluted and soothed her; whilst she, poor thing, sometimes cried so loud, that it required all the endearing kindness of the mother to quiet her: for, on being carried out of her father's house, she bids adieu to the title even of a relation, and affection seems to become extinct. Therefore grief is natural, especially when it is considered how uncertain she is of meeting with a man deserving of her hand: for if he has money, or property, the father cares not about the other qualifications necessary for a husband. During the day, cake and wine are given plentifully to all the ladies; for men are not admissible, at least Greeks. Well, the day is spent, and evening arrived: a great concourse collected about the house with music, &c., the bride took the last farewell of her parents and sisters, and upon her throne she is conveyed on the shoulders of men in procession, to the house of her intended; whose female relations are all collected to receive her, especially her mother-in-law; who on such occasions behaves with great affection and tenderness, and seems to make up for the loss of her own mother in some measure. Then comes on the ceremony of marriage, benediction, &c., which is tediously long: that finished, the bride's face is uncovered, or the red mantle taken off, when she displays, being still seated high and conspicuous, her beauty, dress, riches, &c., and alternately then, the married women and men dance, and the first part of the night is spent in rejoicing; nay, in some instances, they keep it up for a week, drinking to great excess. I knew one instance of this kind in the Morea, and the pair appeared to me most happy. He was a robust, athletic, good-looking young man, and she a most beautiful girl, blushing when looked at. I had the pleasure of drinking with her husband, being seated alongside of her. The music told me of the marriage; and having a Greek pilot who spoke English, I introduced myself into their society, and staid with them an hour. After the marriage at Athens was over, the bride and bridegroom had the honour of kissing the hands of Lord and Lady Elgin, and they were decorated with diamond rings. The Consul gave for his daughter's dowry two hundred olive trees, valued on an average at one guinea each. His son is betrothed to a lady who is to bring him five hundred trees, which is here a great fortune.

Sir John Moores attack off Baſse Terre Guadaloupe.

PLATE CCXVII.

THE View which is here given, from a drawing by Mr. Pocock, of the attack upon the town and fortress of Basse Terre, in the Island of Guadaloupe, on the 23d of January, 1759, may be considered as illustrative of an interesting action in the life of the late Admiral Sir John Moore.*

By referring to our memoir of that officer, the reader will find the disposition of the respective ships for the attack. During the night of the 22d, the squadron was employed in turning under the Island of Guadaloupe: two of the bombs stood close in, and threw shells against the citadel of Basse Terre, but without execution; either from not having attained the right distance, or from having been improperly directed.

In our memoir of Sir John Moore, it will be seen, that, at seven o'clock in the morning of the 23d of January, Sir John, who had then a broad pendant on board the Cambridge, of 80 guns, removed into the Woolwich frigate, with the view of directing and keeping the transports together, and of being enabled to concert proper measures with the Commander of the land forces. The general result of the attack we have already given; and, as an accompaniment to the View, we shall now subjoin a more detailed account, from the journal of Captain Gardner, of the marines. At seven in the morning, as we have already stated, the Commodore shifted his flag; and, at half an hour past, he made the signal to engage.

At nine, says Captain Gardner, the Lion began to engage the first battery of nine guns, and was raked by a small one of two guns, astern of her southward, and the citadel with what guns they could bring to bear.

The rest continued moving on in order of battle to the respective batteries they were to engage, the citadel (or Fort Royal) playing upon them as they advanced.

At half an hour past nine, the Cambridge, Norfolk, and St. George, began to engage the citadel, and, after an almost incessant fire, silenced it about four in the afternoon.

Near ten, Captain Shuldham, in the Panther, began to engage

* *Vide* Naval Chronicle, Vol. III, page 445, *et seq.*

the twelve-gun battery, and continued it warmly for many hours, doing great execution, and beating down most of the buildings near it, when, having silenced all the guns, he lay by till called off by the Commodore.

The Burford, Captain Gambier, which was to have supported the Panther in this attack, and the Berwick, Captain Harman, which was to have engaged the seven gun battery, drove off to sea, by which means the Rippon, which followed, became exposed to the Berwick's battery as well as her own.

At ten, the Rippon, Captain Jekyll, began to engage the Morne Rouge, but having run in too close, on letting go her anchor she tailed the shore and stuck fast.

At eleven, cut the cable and hawser, and kept engaging the seven gun battery, taking her on the starboard bow.

At twelve, all the line-of-battle ships (the Burford and Berwick excepted) were in hot action, and all the forts in and about the town briskly cannonaded: this continued for five hours very warm on both sides.

The garrison in Fort Royal was severely galled by the shot of the Panther, Captain Shuldham, who, while he was engaging the twelve-gun batteries, played all the cannon he could bring to bear upon the walls and works of the citadel, till, after an obstinate defence for some time, the enemy were entirely drove from all the batteries to the south of the town, and quitted their guns.

On the north side, the seven-gun battery remained unsilenced, and the fort at the Morne Rouge, where the Rippon lay aground, engaging both of them, and

At two in the afternoon had actually silenced the guns at the Morne; but the enemy observing the ship to be on shore, assembled in great numbers on the brow of a hill, and lined the trenches, from which they kept a brisk fire of small arms, and raked her fore and aft, killing and wounding many of the men.

At three the militia brought up a cannon, an eighteen-pounder, played it in the way of a *batterie en barbe*, for two hours, and being mounted so high above the ship, it was not silenced but with difficulty; they likewise planted their colours upon the parapet of the trenches, which were soon after shot down, and never appeared any more.

Lieutenant Chaundy, of the marines, after behaving with great spirit, received a violent contusion in his left leg, which was cut off immediately; and Mr. Grey, a Midshipman, was wounded in the thigh with a musket-ball, of which he died.

Of twenty-eight marines quartered on the poop, eight were killed or wounded, and the seamen so enfiladed on the forecastle, that ten out of the twenty remaining were obliged to be sent forward, to assist in returning the fire there; the rest of the marines were employed at the great guns, there being upwards of 90 men sick in the hold. A large box, containing nine hundred cartridges, blew up in the poop, and set fire to the ship.

All the grape shot and the wadding on board were now expended; the marines and seamen making wadding of their jackets and shirts, and firing them away at the trenches: flung out a signal of distress to the squadron; extinguished the fire on the poop.

At this time Captain Leslie, of the Bristol, observing the situation of the Rippon, came from sea, and ran in between the ship and the seven-gun battery, which had played upon her from the beginning of the engagement, pouring in a whole broadside upon the enemy; the marines in the Bristol at the same time flanked the militia in the lines, so that the fire in the Rippon slackened.

At five the Commodore made the signal to prepare to land the troops, which was afterwards countermanded, it being too late and growing dark; by which means many of the flat-bottomed boats, in repairing back to the rendezvous of their brigade, were in danger of being run down by men of war, now returning from their batteries; and some of them but very narrowly escaped.

At half an hour past five, the Commodore sent a Lieutenant on board the Rippon, with orders for her to tow off; but being acquainted at his return, that the ship was aground, he sent a Pilot to her assistance.

By seven the flat-bottomed boats dispersed, and the troops returned to their respective transports; all the line of battle ships, except the Rippon, having joined the fleet, and all the batteries of the enemy being silenced, the four bombs stood in for the shore, and threw shells and carcasses into the town. The houses and churches were every where soon in flames, and magazines of powder blown about the enemy's ears, and the whole at ten o'clock blazed out in one general conflagration.

In this engagement, which continued without ceasing from nine in the morning till night, the squadron sustained but little loss of men, and far from being proportioned to the time or severity of the action, insomuch that Monsieur d'Etriel, the French Governor, would not afterwards believe that only six men were killed, and twenty wounded, on board the St. George, which had engaged the

citadel for so many hours; several of the ships, however, suffered much in their masts and rigging.

Of the officers, Lieutenant Roberts, of the marines, in the Norfolk, was killed.

Wounded, Captain Trelawney, of the Lion; Lieutenant Curle, of the marines, in the Lion; Lieutenant Chaundy, of the marines, in the Rippon.

At night the bombs continued to play upon the town and citadel.

At nine in the evening the Rippon, which still remained aground, run her larboard guns over to the starboard side, started thirty ton of water in the forehold to lighten her forward, and employed all her boats in endeavouring to tow off; then having carried out hawsers, all hawsers were turned to the capstan, but the anchors came home, and she never moved till near twelve; when, contrary to the expectation of every body on board, she gave a sudden start, and got off, to the great joy of the officers and men, who were not without the apprehension of her being burnt by the enemy in the night, or beat to pieces by the sea and surf before the morning.

At twelve, came to an anchor in thirteen fathoms water. Upon examining the Gunner's report, the ship had fired 1300 great shot and upwards, and the marines 2000 cartridges. The foremast was shot through, the mizen-yard cut almost away, and the braces and rigging greatly damaged.

January 21.—At two o'clock this afternoon, the Commodore, who was turning in all the morning, came to anchor with the squadron in the road of Basse Terre, his broad pendant still flying on board the Woolwich; the town continued burning all this day.

Found in the road the hulls of several merchantmen, which the enemy had set fire to on our approach. Several others turned out, and endeavoured to escape, but were intercepted and taken by the Ludlow Castle, and other men of war.

At three the Commodore made the signal to prepare to land.

At five landed the first brigade, and the second and third immediately after, to the northward of the town.

On landing, they found the town and citadel abandoned by the enemy, who never fired a shot the whole day; the latter was taken possession of by two companies of Elliott's, and the British colours hoisted there about six.

CORRECT RELATION OF SHIPWRECKS.

[Continued from page 333.]

No. XV.

Again the dismal prospect opens round,
The wreck, the shore, the dying, and the drown'd.

FALCONER.

NARRATIVE OF THE WRECK

OF

HIS MAJESTY'S SHIP PORPOISE,

LIEUTENANT ROBERT FOWLER, COMMANDER,

ON A REEF OF CORAL IN THE PACIFIC OCEAN, AUGUST 17TH, 1803,

And the subsequent Proceedings till the Arrival of the Crew at Canton; with a little extraneous Matter relative to the Colony of New South Wales.

BY ONE OF THE CREW.

Ille salutiferam porrexit ab æthere dextram,
Et me de rapidis per euntem sustulit undis.

A PSALMIS BUCHAN.

THE Colony of New South Wales is greatly in want of lime around the settlements; her wants for the purposes of building, are supplied from burning oyster shells. This is a precarious resource, which must soon be exhausted; but it is some consolation, that she may be furnished abundantly, in perfect safety to vessels, though not without labour, ten degrees to the northward of Port Jackson.

At a little distance, northerly, from Bustard Bay, and again to the southward of Cape Capricorn, there are two harbours, which had escaped the notice of the most accurate Cook, and which are well adapted for shelter to small vessels, where they may lie in safety, and load with all expedition. In the one near Cape Capricorn, there is the species of pine, called, from its great plenty in Norfolk Island, the Norfolk pine, growing luxuriantly among the crevices of the almost naked coral. This tree grows to a great size, and is, for house carpenters' work, by far the most useful and eligible of any in that country. Like all other pines, there is a copious exudation of a resinous substance from the bark, which in this sort has a caseous appearance. I have been told, though I myself never put it to the test of experiment, that this exudation

has properties widely differing from those of resin. Inflammable, and aromatic to the smell, it is said to be insoluble in spirits; and I can vouch for its resisting the influence of water. The wood is soft, close grained, and fit for working almost as soon as cut down. From this unctuous substance pervading the wood, it is scarcely affected by the power of the hottest sun; which makes me think it would answer well for the decks of those ships employed in the Mediterranean and West Indies. It is from similar properties in the teak, that ships built of that wood are found so durable in the East Indies: on which account, it is reasonable to infer, that it might be employed with advantage and profit for ships stationed in the West Indies. The question is, how is it to be imported from a part of the world so remote to Great Britain? One might justly pass for a visionary projector, were he to propose sending out ships for the express purpose of bringing home wood from New South Wales, whatever might be its good qualities. The importation of it should be a secondary consideration only; and I really think it might be so ordered by Government, that those ships transporting prisoners to that colony, might, instead of being chartered by the East India Company, as a mode of reimbursement for their inconsiderable freight outward, be able to bring home a cargo of great consequence to a maritime nation, and sufficiently valuable to pay a good freight. The subject, though desultory to that proposed, is worthy a little attention, as a few words may be bestowed on it without prejudice to the narrative.

The Colony of New South Wales increases with a rapidity almost incredible; nor can we much wonder, when we reflect that it is situated in a mild and equable climate, possessing the most pure and salubrious atmosphere, where the inhabitants are temperate, from necessity, and enjoy just enough of illicit intercourse to render propagation general. The second generation since its foundation, is (to use sea language) fairly under weigh; and I will venture to assert, that in a quarter of a century hence, the population will be trebled: though its establishment has cost the mother country a round sum of money, yet I think she has little cause to repent it. I believe, by this, the charges begin to diminish, and there are opening prospects of the colony being soon able to support itself: it may one day be of vast importance to Britain, and merits a greater share of the consideration of the minister for the colonies, than can perhaps be conveniently bestowed on it at present. That system of government, adopted when in its infancy, will now require many additions and amendments, to extend its

influence over the different orders of beings of which the colony is composed, and to render itself efficacious equally to the whole.

When the colony was first established, the management was extremely simple, because the component parts were homogeneous; but now we have a chequered population, which requires discernment and foresight to guide, so as to be useful to themselves at the present, and to their country at a future period. Let us inquire a little into the different classes of inhabitants, and we shall be at no loss to devise the most appropriate measures for rendering each of them profitable and useful. We shall divide the colony into three classes, and subdivide them into orders, as we may find it necessary. The first class, is the prisoners of both sexes, which, from their forming the original stamen of the colony, claims the first discussion. Among them are, as may easily be imagined, many descriptions of persons; some of which inherit, by nature, excellent dispositions; but who may, from idleness and thoughtlessness, have been misled; and in an unlucky moment committed some crime, which, though not of a black moral tendency, has so far offended against the laws, as to cause their transportation. These, when removed from the temptation of vice, become good subjects, and require only to be put in a proper path, to acquit themselves with credit:—others, again, are of such an incorrigible stamp, that they have a natural bias to rascality, without any motive or inducement, but merely for the sake of being wicked and mischievous. The first have a claim on our pity, while the others, devoid of feeling, and insensible to shame, are kept in order by the fear of punishment alone. Idleness is the bane of the lower orders of society in almost every country; and may with justice and truth be considered the germe from whence the colony has sprouted. Let it be remembered also, that as here there is no incentive whatever to industry, except among the class next to be considered, the greatest vigilance is requisite, by enforcing labour, to prevent a sore evil from gaining daily ground. Among the female sex, there is a greater tendency to idleness and sloth than among the men; for they have, in general, no task work from Government, and depend on their own exertions for subsistence; numbers of them form attachments, and are united, by every thing but the ties of matrimony, with individuals among the settlers, soldiery, and even prisoners; but a great number of them live on their own bottoms, free and independent.

The settlers are the second class, and may be subdivided into two orders; namely, those who have left England with their

wives and families, to embrace the offer of a farm, with the other encouragement held out by Government; and such men as from good behaviour, or, from their having outlived their imprisonment, have become entitled to the privileges of the franchise. I regret exceedingly that I did not make minute inquiry into the state and condition of this branch of the community; but, I believe, you may rely on the following, as a pretty correct detail of their situation; which is by no means to be found fault with:—

A free passage is found them out to New South Wales, where, on their arr al, they have a farm of sixty acres, with two government men, as they are called, to cut down the wood, and clear this farm. Government also stocks the farm with cattle, and furnishes the farmer, his helotes and cattle, with provisions, for a space of sixteen or eighteen months, when he is understood to have the means within himself of supplying his wants. The second order, or those who have regained their liberty by servitude or good behaviour, have it in their power to go to England as they can, or remain in the colony. From the number of South Sea Whalers that resort to Port Jackson, they can easily get a passage to England; and many of them return in this mode, but by far the greater number remain in the country. Some have seen their errors, and devote their attention to agriculture, or the trade they may be acquainted with, with laudable diligence; while others, from idleness, or inability, lead a life of indolence; content, if they can by any means satisfy the cravings of nature. By inability, I mean to express a certain class of men who have little acuteness of intellect, and who are deterred from entering on any enterprise, purely from want of confidence in their abilities, to set on foot any design, or method to conduct it afterwards. These men are not to be despised, but only want a teacher, to conduct them so as to make them serviceable.

I now come to the last class, or the rising generation, which is the most important of the whole; and which certainly demands the most serious attention from the Government. In no part of the world are there finer children; but, alas! unless by timely intervention, they must grow up in those vices which they inherit from their progenitors, and bequeath them pure and unalloyed to their posterity. Entirely neglected in their education, they know not to discriminate between right and wrong; and though their parents may give them very good precepts, yet such is the force of example, that as soon as they leave the shell, they become familiarized to vice, without being aware of its deformity. Since

the earliest ages, we have invariably found the leading features and principles of nations to depend entirely on the sentiments instilled into the tender minds of youth; and among those, whose system of education was coeval with birth, we have seen the noblest virtues, with the fewest imperfections. However much we may differ in opinion from the ancients, in their moral and political doctrines and institutions, their attention to the education of youth is indisputably the object of our admiration and applause. The observation of the philosopher was equally just and profound, who said, that "give him the making of the legendary tales and ballads of a country, and any one might make the laws." This is exactly conformable to the maxim of Solomon: "Train up a child in the way he should go, and when he is old he will not depart from it." Both are illustrative of the source through which our manners and customs receive their peculiarity of complexion. Mrs. King, the Lady of the present Governor, has, much to her credit and honour, erected a school for the reception of female orphans; they are placed under the management of an elderly matron, in a large house, in the town of Sydney; who instructs them in those accomplishments which may be useful in the sphere of life they are to walk, and trains them up in habits of industry. It were devoutly to be wished she had more in her power, or that her example would incite the minister for the colonies to take the matter into consideration. A very trifling additional expense might surely be spared for such a weighty concern, as the education of the youth, who in fact are, or at least ought to be, under the immediate tuition of Government. Schools, if formed in the different settlements, under the direction of judicious and sensible teachers, would, in all likelihood, be productive of lasting and happy effects. For this purpose, if liberal salaries were given, so as to invite from England candidates of ability adequate to the task, the expense attending it would be little, and that little would not be misapplied. The missionary Society, with a laudable zeal, tried to disseminate the doctrines of christianity among the Society and Friendly Islands, but without success. Obstacles, next to insurmountable, opposed their benevolent endeavours, and they were fruitless; but here we have nothing to fear on that score, and, if it were only from motives of policy, reason points out the propriety, nature the justice, and experience the necessity, of instilling into their tender minds, as yet susceptible of any impression, a right knowledge of those principles and rules by which our conduct is directed towards our Creator and towards our fellow

creatures. Every mode should be tried, to make them, not only useful, but ornamental to society; and the sins of the fathers, if they cannot be forgot, ought not to be visited on the children.

Having said thus much on the inhabitants, I proceed to the country, upon which I shall be very brief, because you are, in part, acquainted with its soil and productions. From Cape Hervey, to Wilson's promontory, the southern point of New South Wales, the land is uniformly high, and agreeably diversified; but the soil is in general scanty, and there are not the numbers of rivers you might naturally expect from the appearance of the country. The Hawkesbury, which empties itself into Broken Bay a few miles north of Port Jackson, is the only river of importance that has yet been discovered in New Holland. It rises in the Blue Mountains, and at certain periods, without any visible cause, it is overflowed; bringing down from the mountains quantities of earth, which is deposited on its banks in the course to the ocean, and, like the Nile, producing plenty from the richness of the soil. The Blue Mountains are a high range, running in the direction of the coast forty or fifty miles inward, and have baffled even the strenuous efforts of Mr. George Bass to pass them; whose incredible perseverance in a whale boat, led him from Port Jackson to Western Port, in spite of the boisterous winds and heavy seas that prevail in the Straits bearing his name.

At the foot of these mountains lie the cow pastures, an extensive plain, free of wood, and covered with a rich verdure, on which the large flocks of wild cattle graze in peace and quiet. These plains are encircled by the mountains to the west, the Hawkesbury to the north, and by a small river to the south, which falls into Botany Bay. We are yet unacquainted with the produce of the mountains, but may, naturally enough, expect strata of metals scattered over them. From the fertility of the soil, of the pastures, and their proximity to the mountains, to Port Jackson, and the Hawkesbury, this is the spot best calculated, in every respect, for building the capital of the colony. Our knowledge of the interior of New South Wales is very circumscribed, and must continue to remain so, till a path is struck out in a different quarter from that of our settlements. The most ready way to penetrate the country, would, I believe, be from the gulf of Carpentaria, proceeding in a due south direction, when the sun had his greatest northern declination. The weather would then be cool, and there would be no danger of being deluged with the heavy rains, which at the time of the autumnal equinox are poured down in torrents.

The shores of Carpentaria are low, dry, and permeable; want of water might be dreaded in the journey, but nothing would be apprehended from wild beasts, or the natives. The distance across to the south shore of New Holland, does not exceed eight hundred miles; and by steering always in the same meridian line, there would be no difficulty in keeping a reckoning. The great scarcity of rivers along the coast, and the high land in many places seemingly favourable for giving rise to them, warrant the conjecture of large lakes in the interior: these, I think, would likely obstruct the traveller, but it is a knowledge of them which forms the desideratum we wish to attain.

The new settlements in Van Diemen's Land, will, I have no doubt, flourish and prosper equal to the others. This island is, in point of natural situation, decidedly preferable to New South Wales. To all the advantages of temperature in common with the other, it unites that of the finest harbours; into which fall numerous rivulets, watering in their course fertile meadows and valleys. This is not all, for the shores are swarming with seals, which will prove a source of wealth at a future period. The seal is of the fur kind, which is a staple commodity in the China market, and the oil is a *sine qua non* every where. The spermaceti whale fishing is also within their reach; the value of which is very great, and may be the cause of wealth, as well as a nursery for seamen to carry on their commercial concerns. In Van Diemen's Land, as well as about Port Jackson, the whole face of the country is that of a boundless forest of trees of great magnitude, which are excessively hard and ponderous in general, with a tall straight stem, from which issues a true resin in great abundance. In Hunter's river, there is a light easy worked wood, something like cedar, but, in point of goodness and durability, it is far surpassed by the Norfolk pine. The large timber is so hard, and refractory in its nature, that it is unfit for every thing but masts; and experience has so fully sanctioned their goodness, that we may without hesitation assign them the palm. No masts can be more durable for the lower ones of small ships, than their large forest trees: our main-mast in the Porpoise, as I have had already occasion to mention, was of the blue gum tree, as it is called, and so very tough, that it was with the greatest difficulty we could cut it away. The Rolla had both main and main-top-mast of this wood, which in a fortnight's succession of gales of wind, when rounding the Cape of Good Hope, were fully put to the trial. It was imagined the heaviness of the masts might have made the ship laboursome

and uneasy; but we were mistaken. Many other ships have had masts of this kind, and I never heard any person that did not speak of their excellencies in the most unbounded terms of approbation. But though in a single spar they succeed so well, yet I think they would not answer as made masts for large ships, by reason of the difficulty attending working them, and their rugged intractable texture, refusing to accommodate itself to that systematical compactness, essential to neatness and stability. Every thing in the Navy, from a twenty-gun ship downward, might be masted with lower masts from New South Wales; which would wear well. The straightness of the growth prevents it from being serviceable as knees and timbers to ships, and qualifies it for mast-making exclusively.

I have now laid before you a short sketch of the component parts of the colony, which you may perceive promises fair to do well. By proper management, and indulgence from the mother country, it may become a beautiful fabric, able, in half a century, to keep the Spaniards of South America in check, in case of necessity. I have a very strong attachment for this colony, and could pass away my days in it with pleasure; nor is my attachment the result of any social or friendly connections formed during my stay, for the very inferior situation occupied by me in the Investigator, together with a little pride of my own, effectually kept me at a distance from the fashionable circles; so that it may be said, in truth, I am unknowing and unknown; and that I am in love with the country, rather than its folks. That happy temperature, which is alike remote from the extremes of heat and cold, and entirely congenial to health and longevity, is here to be found, which endears it to me beyond all places I have seen. I think, if when peace comes, there is any reason to believe it may be permanent, I will ask permission to spend my half-pay in that country, and cultivate a farm. Without the smallest intention of either censuring, or finding fault in the least, with the management of the colony, I will for a moment "shift into the shambles" of Sancho, and give you a sketch of the mode in which I would govern Barataria.

The first class which we noticed, being mostly a set of incurables, we could not hope for amendment in their morals, any more than that the "African should change his skin, or the Leopard his spots." They are therefore subservient to the purposes of labour entirely; and how to make that labour most effective, with lenity, should be the object of my study. It should be a maxim of mine, never to

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Flamborough Light House

have any unemployed, but I would at the same time have their work carried on with economy and prudence. The mechanics should be a separate body, and treated with a superior degree of attention, to show the idle the respect that was due to industry. With those who had no trade or calling, I would cultivate the land, and put them as labourers under the mechanics. I would always have a large portion of land in a state of cultivation, in the hands of Government, which should be distributed among the young people as they grew up, and to such of the settlers and convicts, as I might think entitled to it from their industry or good behaviour. The trades-people should work in their respective occupations, and the fruit of their labour should be deposited in a store for the benefit of the whole. Spinning, sewing, and knitting, should be required of the females; by which the wool would be manufactured, and a comfortable clothing thereby furnished to themselves and the others, at a cheap rate. I would have extensive workhouses for them in the different parts of the colony, where the sexes should dine indiscriminately together; but I would take care to have overseers superintending their work, and their conduct at meals, to prevent relaxation and impropriety of behaviour. With a view to stir up emulation, I would appoint from among themselves overseers, who should, according to their merits, preside over a greater or less number; and to make them a little more respectable in the eyes of the rest, they should fare better, and distinct, in apartments of their own. At meal times, the civil or military officer of the district should invariably be present, to see the greatest decorum observed. I am persuaded that a rigid adherence to this plan, would not only promote industry, but in some measure break them of their idle and disgraceful habits.

(To be continued.)

PLATE CCXVIII.

FROM the numerous shipwrecks which have happened on the rocks at FLAMBOROUGH HEAD, and from the imminent danger to which vessels were frequently exposed in passing that promontory, we some time ago suggested the propriety of erecting a Light-House, for the prevention of such fatal accidents and danger in future.

It was indeed surprising, that a measure of such immense and essential importance to the owners of ships employed in the coasting and Baltic trades, should not before have been adopted. At the time that we submitted a few remarks, pointing out the utility of erecting a Light-House on Flamborough Head, we anticipated, and endeavoured to obviate, an objection which we thought it possible might be made,—that the proximity of the Spurn lights might occasion some dangerous mistake*. This was, to make the lights *revolve;* and we are happy to find, that, agreeably to our suggestion, a Light-House, with revolving lights, has been erected, of which the annexed Engraving is an accurate view.

Flamborough Head is situated on the eastern coast of the county of York, in longitude 0° 2′ east of Greenwich; and in latitude 54° 8′ north.

We conclude our account with the following notice from the London Gazette:

Trinity House, London, Nov. 20, 1806.

"This Corporation having, in compliance with the request of a numerous body of Merchants, Owners, and Masters of ships, caused a Light-House to be erected on the promontory of Flamborough Head, notice is hereby given, that a triangular revolving light will be exhibited in the said Light-House, on Monday, the 1st of December next, and constantly attended and kept burning every night, from sun-set to sun-rise, for the benefit of navigation. Masters of ships are desired to observe, that in order to distinguish this light from the revolving lights of Tinmouth and Cromer, which show a face every minute, this light on Flamborough Head will exhibit a face every two minutes, and one of them coloured red; whereby the light from that face being diminished, it will not, in hazy weather, be visible so far or so strong as the other two faces; and when, in such cases, only two faces are seen, the interval of time between them will be two minutes and four minutes alternately, which will sufficiently distinguish this light from any other in the kingdom. Printed directions for sailing by the light will be delivered to the several Masters of ships, by the Collectors of the Light Duties in London, and at the Out-ports."

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* Spurn Head, on which a Light-house is erected, is a cape of England, at the south-east extremity of the county of York, at the mouth of the Humber. It is situated in longitude 0° 22′ east of Greenwich; latitude 53° 38′ north.

PHILOSOPHICAL PAPERS.

Disquisitions on Ship Building, from the Correspondence of the late Admiral Sir C. Knowles, Bart.; *communicated by Mr.* White, *late of the Royal Yard, Deptford.*

WE have been obliged to delay the publication of this valuable communication, owing to the press of various articles, that demanded immediate attention: and we trust the kind Friend who procured us this Correspondence, will admit of our apology. These letters were referred to in the Preface to our twelfth and thirteenth Volumes.

Letter I.

SIR, *Nov.* 29, 1769.

BY the coach I have sent you the draught I promised, for the new packet you intend to build; which I will answer for, at the risk of my reputation, shall out-sail any one you have, and prove a much better sea-boat, if the builder follows the plan. I should be glad to know where you intend to build her, because if it was here upon the river, I would inspect her building myself. I have sketched out the mast, and yards, and sails, under the proportion of what I think she will bear; as I think it best always to be on the safe and secure side. The position of the mast, as to its rake, may be varied at pleasure. I most sincerely wish you success, and am,

Sir, &c.

CHARLES KNOWLES.

Letter II.

SIR, *Bulstrode Street, December* 14, 1769.

I RECEIVED your obliging answer to my letter, and am very glad you like the draught I have sent you for a new packet. All I can say more is, if you will execute it agreeable to the plan, I hope you will find the vessel deserving the encomiums you are pleased to give the draught. Your remark upon the breadth of the lower transom, is certainly just: a great width gives space and conveniency within, but is attended with two bad properties without: it occasions too great a quantity of dead water, which must be dragged after the vessel; and it makes her require either a broader rudder, or giving a greater angle with it to make her answer her helm quickly; both which certainly impede her fast

sailing. Could I have given her more length, without increasing her tonnage, I would have made her water-lines abaft much straiter; for I am an enemy to all inflecting curves in any body.

I would by all means recommend to you, to have iron ballast, and to have it remote from the centre as possible, forward and abaft; and in the wings not near the kelson, as by this means you will both soften her rolling and pitchings, and render them slower. On examining her body, you will find it very singular, and different from most others: her height of breadth lays much higher than any vessel ever built; by which means, every inch she heels, she increases her breadth, (or plain of floatation,) and becomes stiffer and stiffer, which no body, otherways formed than she is, can do. This is a secret to most builders. Her centre of motion is likewise nearest to her centre of capacity; this alone renders her motions soft and easy; and upon the greatest angle of inclination the wind or sea can give her, her point of sustaintation, or centre of support, changes farther than any other, and leaves the longest leaver to counterbalance the force of the wind and waves. Try this experiment with any other draught, and that I have sent you, by drawing a line, and the same angle on the other side below it; and divide it in half; and that will show you the shifting of the point of sustaintation, or support.

The reasons you give for building at Harwich, preferable to London, are self-convincing: and if I am in England when you build, shall be no hindrance to me to come frequently to see how you go on, if you are determined to build according to my plan. And in order to encourage that, I tell you, I dare venture to become a part owner: not that I desire such a thing, but that you might rest satisfied of the justness of the principle upon which I have designed this vessel.

As we shall have frequent opportunities of conversing upon the mast and rigging at other times, I shall say no more now, than that I am truly, Sir,

Your most faithful humble servant,

CHARLES KNOWLES.

P.S. My compliments to Mr. Story. Pray let me know your builder's opinion.

Letter III.

SIR, December 21, 1769.

YOUR letter from Helvoetsluys I have received; and believe the builder is right, as to the measurement of the tonnage of the

vessel, according to the usual practice; because the accurate method of reducing the body into triangles, and finding their exact contents, is proved; and would take up too much time of people in office to calculate, and therefore the shortest way of doing it, is generally made use of.

As there has been some pains taken with the draught of the body as it is now, respecting not only its resistance, but its stiffness, and also the mechanism of its motions, (as I told you in my last,) and the difference is but $2\frac{1}{2}$ tons, that you incline to augment her; I fear the alteration of any part will operate upon the whole: therefore, if you are determined to have any alteration made, a new plan should be drawn for that purpose; for I go upon a different principle from most constructors of ships. I take my data first, from a given draught of water to a given breadth, by which, by repeated experiments, and those confirmed by calculation, I have found to be true, and invariable. Next, the length must be found to this given breadth, and draught of water; and this I will be bold enough to say, never can be determined by any calculation: it must be done experimentally, by finding the centre of conversion; and this centre varies, according to the form of the body. So that you see the necessity there is, if you alter one part of the body, for altering the whole. This centre of conversion, (which, in fact, is the point upon which she turns in tacking,) if rightly understood, will determine the action of every particle of water, which strikes against the rudder; and prove plainly to you, whether she will steer well, or tack speedily, or not. This being truly the case, I submit to your own determination, whether you would alter the plan, or not. Internal alteration for conveniency, may be made without affecting any of the qualities of the vessel: but the raking of the mast will have a very considerable effect, if properly attended to. But I shall let you know more concerning this matter, before the vessel is built.

I am, Sir,

Your faithful humble servant,

CHARLES KNOWLES.

P.S. Excuse my incorrectness, as I write in a room full of folks talking.

Letter IV.

SIR, *January* 11, 1770, *Bulstrode Street.*

NOT hearing from you since my last, in reply to yours from Helvoetsluys, makes me apprehend, either you have not received it, or do not think my reasoning right, upon the several heads you

desired to be informed: therefore should be glad to know, which is the case, that I may further explain them to you; for I cannot help interesting myself in your success for building the completest packet we have in England. Being Sir,

Your most faithful humble servant,

CHARLES KNOWLES.

Letter V.

SIR, *London, March 26, 1770.*

I SHOULD have acknowledged the receipt of your letter of the 17th sooner, but have been very ill some time past, and unfit to pay attention to any subject. I would most gladly have come down to Harwich, to have seen the vessel before she is planked, but am engaged to go in the country to spend the Easter holidays. After my return, if you will let me know a few days before she is ready to be launched, I certainly will come down, and see her.

What you have done, in putting thick stuff in her bulge, I approve much; as it will add to her stiffness, and, in some measure, compensate for the difference in the weight betwixt iron and shingle ballast. In regard to the mast, I cannot yet determine on the length, till I have tried some experiments; which, when done, you shall know the result of: but I must tell you, that it is a rule with me, (especially in small vessels,) to make the masts taper more than the ordinary practice of mast-makers; and particularly in top-masts, and top-gallant-masts: for I am an enemy to weighty top-hamper, as it is called, for weighty reasons.

As to the length of the bowsprit, and boom, as well as position of the mast, they must be regulated so, as to preserve the centre of gravity in the same point of the body as it was originally designed, when the vessel should be laded to the upper water-line; as she was constructed to sail best at that draught of water. Should we change that, we alter all her curves; and, instead of softening her motions, especially pitching, we risk quickening them, and render them perhaps very uneasy. This I shall determine also by experiment, which will be more certain, perhaps, than calculation. Since you refer these matters to my judgment, I assure you I shall spare no pains to have them as perfect as possible, and most sincerely wish them to answer your purpose satisfactorily.

And am, Sir,

Your most faithful humble servant,

CHARLES KNOWLES.

Letter VI.

SIR, *Bulstrode Street, May 4, 1770.*

AS you have not yet sent me the increased length you gave to the draught I sent you, (which I mentioned in my last,) I fear it may have miscarried. I also begged you, to let me know a few days before the vessel would be ready to launch, that I might come down to see her. I must now repeat that request, and for a longer time, as I may endeavour to regulate my motions accordingly; being under an engagement to General Conway, to accompany him to Portsmouth: shall therefore be glad to be informed as soon as convenient.

And am, Sir,
Your most humble servant,
CHARLES KNOWLES.

Letter VII.

SIR, *Bulstrode Street, July 2, 1770.*

I IMPATIENTLY wait for your summons, for the christening my favourite child, as you told me it was to be brought forth the beginning of this month. You cannot think how much I am interested in its well doing; and I flatter myself you will likewise receive pleasure if she answers our expectations. Indeed, I am so prepossessed in her favour, that I have laid wagers with Lord Sandwich and Lord Rochford already; and could almost stake my life upon the event. I believe they will both come down with me, and therefore I beg I may have some days previous notice. My compliments to Mrs. Story; and

I am, Sir,
Your faithful humble servant,
CHARLES KNOWLES.

Letter VIII.

MY DEAR CAPTAIN, *London, July 20, 1770.*

I RECEIVED your letter with some satisfaction to myself, that you seemed pleased with what the new Prince of Orange has done upon her first trial; though I can assure you I am far from being so: for if she does not out-sail either of the smacks, with the others in tow, I will be bound to pay for the vessel; for neither the draught of water you sailed at, or the position of your mast, were what she was intended ever to sail with. Do but consider the alteration you made in lengthening her body, from the dead flat, one frame aft: this was 18 or 20 inches; and all abaft her first

designed centre of gravity lengthways; and you will find that alone must occasion her to sink more by the stern, than was intended: so that I think she will scarce require to be so much as 6 inches difference, viz. 8 feet abaft, and 7 feet 6 inches forward. Besides, you tell me your mast was near upright, whereas it ought to rake half an inch in a foot nearly, and your bowsprit steave near 1 foot in three: and if you will but put her in this trim, I will come down and sail for 100 guineas with any person who will match a vessel against her.

I shall be impatient till your return, because I fear the alteration you propose making at Helvoetsluys: as for the rest, I am as confident she will sail swiftly, as a hawk can fly swiftly. My best compliments to Mrs. Story,

And am, Dear Sir,
Your most faithful humble servant,
CHARLES KNOWLES.

P.S. Consult the builder about what I have wrote you; and also let me know if you moved the step of the mast $\frac{1}{2}$ a diameter from what it was marked in the draught.

I have been comparing her water-lines, according to what she was built to sail at, and those she swam at, agreeable to the draught of water you sent me, and what you intended to put her at when you got to Helvoet; and neither will ever answer.

Letter IX.

SIR, *Bulstrode Street, July 28, 1770.*

I AM very impatient to hear of the behaviour of the new Prince of Orange, after the promise you made me, to let me know how she answered during the voyage, with the alterations you proposed making in her trim at Helvoetsluys. I answered your letter, giving me an account of your trial with the smack, immediately; and my thoughts concerning the trim, and position of your masts, with my objections; which, upon your consulting with the builders, I was in hopes, ere this, I should have received your answer to. As you told me you hoped to return by that day se'ennight you sailed, and this being Saturday, I could not refrain repeating my request, that you will let me have your answer as soon as this comes to your hand. My compliments to Mrs. Story, and

I am, Sir,
Your most faithful humble servant,
CHARLES KNOWLES.

Letter X.

SIR, *London, July 30, 1770.*

YOUR letter this day gave me as much pleasure as I have had uneasiness, at not hearing from you since Wednesday last, as you promised me. The accounts you give me of the Prince of Orange's sailing, by no means satisfy me, as I will risk both my life and fortune she answers fully to your content and mine; both in swift sailing, and every other quality a vessel ought to have, if there is any floating body can be formed that will answer; and if you will follow my advice, you will be convinced of it.

By the passage of my letter, which you quote, you will find I was ignorant, whether you had increased her length from the dead flat aft, or forward. As you tell me now you increased it forward, you certainly must move the step of the mast a semi-diameter forward, and continue your ballast aft, till you get her to draw 8 feet 3 or 4 inches abaft, and 7 feet 4 or 6 inches forward, between the two, as you find her go best; for I fancy she will scarce require more. And above all things, let me beg of you to cut your mast four feet at least; for be assured, in any ship or any vessel in the world, if the centre of effort of the wind upon the sails lies above twice the breadth of the vessel above the water-line, upon any sudden hard gust, she will be in danger of oversetting; as the increase of the weight of wind lying higher, is an increase of the weight of that height, lying above the quantity of that which lay below the plain of floatation, (or water-line.) Therefore as you have her draught, with the sails she has, find out the centre of effort of them all; and measure to see if it lies above twice her breadth from the water-line, (I do not mean with the top-gallant-sail,) because that, or your top-sail upon a wind, is seldom used but in light gales.

You take notice that she is stiffer at the draught of water you brought her to, viz. 1 foot 6 inches difference, than she was before; by bringing her to the draught I have mentioned before, she will bodily be immersed 2 or 3 inches deeper than she was. Whereas six, eight, or more inches difference, forward or aft, is not equal to that in absolute weight. For my part, I shall always think, the less sail I beat a ship with, the greater honour; and this I shall always be sure of, that neither my masts, nor vessel, will ever be in danger. I could fill a volume upon this subject, but will tire you with no more now, than to wish you as much

satisfaction in finding she answers your expectation to the utmost extent, as I shall have. Being with great truth, Sir,

Your most faithful humble servant,

CHARLES KNOWLES.

P.S. My best compliments wait on Mrs. Story, and I beg you will continue to let me hear how your vessel improves; for improve I am confident she must.

PROPOSED DIMENSIONS.

	Feet.	In.		Feet.	In.
Length on the range of the deck ..	58	3	altered	59	11
—— of the keel for tonnage ..	45	10			
Breadth extreme	19	19			
Depth in hold	9	8			
Draught of water .... *afore*	7	6	at launching	5	3
abaft	8	0		6	3
Burthen in tons, No. 95 $\frac{3}{94}$					
Draught of water when loaded,			*afore*	7	5
			abaft	8	7

THE

Naval Reform.

SIXTH REPORT OF THE COMMISSIONERS OF NAVAL INQUIRY.

[Continued from page 242.]

WE think that the Navy Board, before they directed the shipwrights to be employed by job, should have established prices by which the earnings were to be ascertained; the allowing them generally, under the plea of working by the piece in the common hours of the yard, to have more than the established rate of pay, can be considered only as granting them an increase of daily pay; as it follows naturally that the prices to be set on the different works by the officers, would be so fixed, that the men might, by ordinary exertion, earn the advance of pay granted.

The shipwrights of Plymouth yard were at this time very averse to the mode of working by the piece; and the plan for employing them by job, as well as by task, was, in consequence, not carried into effect until the year 1788.

It appears that the first ship repaired by job in Plymouth Yard, was the Gibraltar, of 80 guns; on which occasion, the officers reported to the Navy Board the works necessary to be performed, previous to their being taken in hand; the number of men intended to be employed on the work; the time in which it ought to be performed; and the sum of money they judged proper to be allowed for it; of which the following is a copy:—

" *Plymouth Yard*, 15*th Nov*. 1788.

" In obedience to your directions of the 3d December 1783, and 14th February 1784, we beg leave to propose the following job for the shipwrights on the Gibraltar; and acquaint you, that we shall begin to employ the men thereon next Monday morning, of which we hope you will approve:"

	Quantity of Work.	Number of Men proposed.	Time proposed for performing it.	Money proposed to be allowed for it.
	Feet.			
Upper Deck, thick Waterways to take out	340			
Do.....to let down and fasten......	256			
........flat, $5\frac{1}{2}$ Inches thick, to take up	514			
.... Do. ..... to lay	514			
Spirketting, $5\frac{1}{2}$ Inches thick, to take off	482	28 Men	18 Days	£. s. d.
Do.....to trim and fasten..........	482	and 8	and	83 6 8
Forecastle and Quarter Deck, Knees to take down......................	No. 38	Servants	18 Tides.	
Do.....Bolts to drive out	120			
Thickstuff between the Spirketting, and String to take off....................	Feet. 482			
Shortstuff to trim and fasten	482			
Collar Beam Stantions and Beakhead, Bulkheads to take down..................				

The Navy Board, in return, by their warrant of the 20th of November 1788, directed the shipwrights to be employed on the Gibraltar, agreeable to the officers' proposal, and that in future their propositions of jobs should be in the following form, which continued in use until the year 1802; and although it has not been transmitted to the Board till after the work has been performed, it has been continued to be called a proposition, when in fact it has been an account of the work done, and a proposition only as far as regarded the prices to be allowed.

" In obedience to your directions of the 3d December 1783, and 14th February 1784, we pray leave to propose the following job for the shipwrights; viz. twenty men and

eight servants on the Gibraltar, for eighteen days and eighteen tides, to perform the following works:"

N. B. To insert the Rate and Value against each Article.	Number or Thickness	Quantity.	Rate.	Value.
Upper Deck Waterways to take out......				
Do.....to trim, let down, and fasten				
........flat, 5 Inches to take up....				
.... Do to lay				
Spirketting, $5\frac{1}{2}$ Inches thick, to take off..				
Do.....to trim and fasten..........				
Forecastle and Quarter Deck Knees, to drive out Bolts and take down				
Shortstuff between the Spirketting, and String to take off....................				
Do.....to trim and fasten..........				
Collar Beam Stantions, and Beakhead Bulkhead, to take down.................				
			Total £	83 6 8

On the 11th of January 1791, the Navy Board directed the officers of Plymouth Yard not to employ the artificers by job until further order; but on the 13th of the same month, they authorized the officers to employ the shipwrights by job in the summer months only, limiting their earnings to one day and two tides, or three shillings and fourpence: during the rest of the year they were to be employed by day-work, at the established rate of pay.

Although the Navy Board, by the latter warrant, authorized the employment of the shipwrights by job, it by no means became general, even in the summer months, until the 8th of January 1793, when the Navy Board issued a warrant to the officers of Plymouth Yard (grounded on a proposal from them) to employ the shipwrights two for one by job, in the common working hours, including their dinner time, on the ships fitting out; and, on account of the pressure of business, dispensed with the propositions of the prices to be allowed, "trusting that the officers would take care the service reaped an advantage equivalent thereto." The Navy Board, by this warrant, which continued in force until October 1794, dispensed with the only document by which they could judge of the effect which the encouragement given to the men to exert themselves by the increase of wages might produce upon the quantum of work performed; and threw the whole responsibility of the public receiving an advantage, adequate to the expense incurred, upon the master shipwright. During this

period, it is stated, that the work performed was taken account of, and that the men were allowed the extra wages, upon certificates given by the master shipwright to the clerk of the check, that their earnings had amounted to the rates of pay allowed.

As the Navy Board, in all their orders respecting job work, had limited the earnings of the shipwrights to a less sum in winter than summer, on account, we apprehend, of the difference in the length of the days, we are at a loss to understand upon what principle they varied from it, and authorized the officers in January 1793 to employ them generally at the rate of two for one. If job work, as it has been stated to us, was intended to be an employment *bona fide* by the piece, the same rate of earnings should not have been fixed for winter and summer, as the same quantity of work could not be done in the former, as in the latter season.

On the 7th of October 1794, the Navy Board, by warrant, directed the mode in which the artificers and labourers were to be employed, and fixed the extent of wages which they were to be allowed; permitting the efficient artificers of most of the classes to receive twice the amount of their established daily pay, either by being employed by task or job, or by working such a number of extra hours, as would entitle them thereto.

By the warrant of the 8th of January 1793, the shipwrights, for their double pay, or four shillings and two pence a day, were required to work during the time allowed them for dinner, which in summer is two hours, so that the public, for this increase of pay, gained some extra employment; but in the warrant of the 7th of October, 1794, directing that the shipwrights working by task or job should have double days' pay, the Navy Board revived their former restriction on that head, "that task and job should be wrought in the common working hours, as originally established;" and the officers were not to deviate from this rule, without particular directions. This warrant therefore deprived the public of that extra employment, and actually doubled the daily rate of pay of the shipwrights, giving them four shillings and twopence a day for working in the usual hours of the yard.

It was, however, directed, that, notwithstanding the orders which had been given for dispensing with the propositions, the officers were to propose to the Navy Board, from time to time, such task or job work as they might think it right the shipwrights should be employed upon; together with the prices to be allowed, either prior to the taking such work in hand, or at the end of every month, for the Board's approval, and orders thereon.

It may be said, that this warrant, although it allowed the shipwrights' wages might amount to four shillings and twopence a day, yet, by requiring the propositions or accounts of the work performed, it provided that the officers should make it appear, to the satisfaction of the Navy Board, that the work done was equal to the wages paid: this leads to a consideration of the manner in which such accounts had been made up.

The various works performed by the shipwrights, when employed by job, have been in the first instance taken account of by the quarterman of each gang, who delivered the same to the foreman of the shipwrights under whom he acted: in the office of the foreman, the accounts of the several quartermen were brought together, and the works on each ship arranged in their proper order, and entered in a rough book: prices were then affixed to each article, either by the foreman, or the persons employed under him, which were submitted to the assistant to the master shipwright, under whose superintendance the repairs of the ship had been placed, for his approval, or correction; and after the prices had received his approbation, the fair proposition, in the form before specified, was copied from the book, and laid before the master shipwright, for his signature, when corrected, or approved; it was afterwards signed by the assistants and the clerk of the check, and forwarded to the Navy Board. These propositions, it appears, have been fallacious even from the first introduction of job work; for instead of entering the exact number of men employed upon the several jobs, a fictitious number has been inserted, calculated from the amount of the prices proposed to be allowed: this, we apprehend, has been done in order to make it appear to the Navy Board, that the men have earned the rate of wages authorized and actually paid.

It may be proper to describe the situations of the persons employed in taking and checking these accounts. The daily rate of pay of the quartermen was established at the same time as that of the shipwrights, at two shillings and sixpence a day, and they have had an emolument arising from the wages of an apprentice, whose pay in the first year of his apprenticeship is one shilling and twopence a day, and advances, according to the length of his service, to one shilling and tenpence. When the shipwrights were first directed to be employed by the piece, the Navy Board directed that the pay of the quartermen should be independent of the earnings of their gangs, and that they should be allowed two tides extra, in addition to their established pay. By warrant of the

13th of March, 1804, this plan was altered, and they were permitted to have the same extra as the working men, not exceeding two for one, or double pay; and by warrant of the 22d of May, 1797, this restriction was taken off, and they were allowed the full extra wrought by the shipwrights when employed more than the common hours by the piece or job. The extra pay of the apprentices to the quartermen was governed by the rate of earnings of the men with whom they were employed.

Thus it appears, that by the alterations from the original plan, the interest and duty of the quartermen, who were to take the accounts of the work performed by the shipwrights, were set at variance, and a powerful inducement to favour the men excited, by rendering their pay and emoluments dependent wholly on the accounts they might render of the work performed by the men whom they superintended.

The foremen of the shipwrights, who were to check these accounts, and affix prices to the work, stood exactly in the same situation as the quartermen; they were paid at a rate of daily wages, with the indulgence of two apprentices; their rate of pay was increased by the same warrants, and in the same ratio as that of the quartermen, and the amount of the pay of their apprentices was likewise governed by the rate of earnings of the people with whom they were employed.

The assistants to the master shipwright, and even the master shipwright himself, to whose inspection these accounts were ultimately subject, had likewise an interest in favouring the workmen; as the most considerable part of their emoluments was derived from the pay of a certain number of apprentices, which was increased or diminished according as the earnings of the men fluctuated.

Although we cannot assert that these inducements actually operated with the officers in giving to the men greater wages than they considered them justly entitled to, yet it appears by the evidence, that the apprentices to the officers have been certified by them to have been employed upon task and job work, in order to increase their rate of wages, when they have been employed in drawing or writing in the offices of their masters. The emolument to the officers, arising from the pay of their apprentices, was abolished by the order of His Majesty in council, dated the 28th of May, 1801, and fixed annual salaries given to them in lieu of all perquisites and emoluments whatever: this regulation was afterwards extended to the foremen of the shipwrights; but the quar-

termen are still paid according to the earnings of the men of whose work they render accounts.

It appears by the evidence of the assistants and foremen, that their examination of the quartermen's accounts (where any has taken place) has been extremely superficial; that it was directed merely to the principal articles of the work, not taken down in writing, but for which they trusted wholly to their memory; of course the large sums of money annually paid to the shipwrights have been disbursed upon the faith of the accounts rendered by the quartermen, who had, and still have, the powerful inducement before mentioned to swerve from their duty.

The prices set by the officers against the several works in the propositions were examined at the Navy Office, and, if approved by the Board, a warrant was issued on each proposition, directing the clerk of the check to set off the wages of the shipwrights employed on the job, according to the proposition; but in case any of the prices were altered, such alterations were stated in the warrant, and the clerk of the check was directed to govern himself thereby in setting off the wages of the men.

Notwithstanding this appearance of precision, and the semblance of an actual employment and payment by the piece, no attention whatever was paid by the officers either to the propositions made to the Navy Board, or to the warrants given by them in consequence; but the whole of the shipwrights employed by job were paid the utmost extent of wages authorized by the Navy Board, upon the authority of a general note from the master shipwright to the clerk of the check. By these means the shipwrights, though nominally employed by job, were virtually employed by the day, at the advanced wages of four shillings and twopence for working in the common hours; which led us to inquire in whom the power of increasing the wages of the workmen in His Majesty's naval service was vested.

By the evidence of the several members of the Navy Board whom we examined, and a report from the Board of Admiralty, we learned that this power is vested in His Majesty in council; and on requiring from the Navy Board a copy of the order from the Admiralty first authorizing the employment of the artificers by job, and of any orders which might have been given to them since that period for employing them at the rate of two for one in the common working hours, we received a copy of the order from the Admiralty (and of the proposal from the Navy Board on which it was grounded) which first authorized the Navy Board to employ

them by job, at the rate of single day and two tides in summer, and single day and one tide in winter; and as the authority upon which they directed them to be employed at the rate of two for one in the common working hours, they furnished us with copies of various orders from the Admiralty, none of which are applicable to the point in question; but appear to have been given at different times of emergency, and merely direct generally, that the artificers should be employed as much extra as possible, with advantage to the service, meaning certainly extra time; and having no regard whatever to what was to be the amount of the men's wages for their common day's labour. Although the fixed rate of daily pay had been increased to a certain extent, by employing the workmen by the piece, with the approbation of the Admiralty, yet it appears the Navy Board directed them to be employed at the rate of two for one in the common working hours, without consulting the Admiralty; and under such circumstances, we are of opinion, they should have taken especial care that work was done (according to the prices approved by themselves) equal to the wages paid to the workmen; and we think it will be clearly demonstrated in the course of this Report, that the advance given by the warrant of the 7th of October, 1794, was in many instances profuse, and productive of various abuses, by the manner in which it was granted.

Between the 30th January and 4th of July 1797, the shipwrights, as well as several other classes of workmen, were employed at the rate of two for one, and two tides by job, in the common working hours of the yard, including their dinner time, and a considerable part of the time one night extra after bell-ringing, on a proposal from the master shipwright to the commissioner, which was approved by the Navy Board: this rate of working made the pay of the shipwrights seven shillings and sixpence a day; and, considering the time of year when it was carried into effect, it cannot be supposed that work adequate thereto could have been performed. From 12th January, 1793, to 7th October, 1794, the shipwrights were employed by job, at the rate of two for one, including their dinner time; but in the period above mentioned, the shipwrights received one shilling and threepence for working their dinner time, or for one hour and a half's additional employment, at which rate their common day's labour alone would have amounted to eight shillings and fourpence. It has been a practice, from the establishment of the yard, to give the shipwrights, when employed in extra time, a double

rate of pay to that fixed for the common time of labour. And as, when the men have been employed during their dinner time, it has been considered as extra, they have, except in the instance before stated, had one tide, or seven-pence halfpenny for such extra labour, which is at the rate of double their established daily pay; so that when the Navy Board approved of their having two tides, or one and threepence for working their dinner time, they were paid for such extra labour at a quadruple rate to that fixed for the common day's work: by this circumstance, the shipwrights alone, between the 30th of January and 4th July, 1797, were paid for their labour in their dinner time about four thousand pounds beyond the established compensation for such extra employment, which appears never to have been varied from but in this instance.

On the 28th of November, 1798, upon a proposal from the officers, in which they stated the pressing nature of the works carrying on, the Navy Board directed by warrant, that the workmen should be employed two tides; that is, three hours extra after bell-ringing: and on the 28th of January, 1801, they directed that the artificers in general should be employed one night; that is, five hours extra, in addition to the two for one by job they were then working in the common hours.

Upon the receipt of each of these warrants, a general note was given by the master shipwright to the clerk of the check, stating that the workmen were to be employed two for one by job in the common working hours, and the extra directed by the warrants of the Navy Board, until further order; on the authority of which notes they were so set off, and paid accordingly five shillings and fivepence a day in the first instance, and six shillings and threepence in the latter, without any regard whatever to the quantity or value of the work performed.

Accounts were, however, continued to be taken by the quarter-men, as heretofore, of the work performed by their respective gangs; and propositions of the jobs, in the usual form, with the prices set by the officers upon the different articles, were sent to the Navy Board for their approval. In the head of each proposition, it was generally stated to be a job for so many men a certain number of double days; and the total amount of the value of the work on each job, as rated by the officers, in general corresponded very nearly with the sum which the wages of the number of men stated to have been employed, would amount to, calculated at the rate of double days.

These propositions were either approved by the Navy Board, or such alterations were made in the prices as they judged proper, and warrants were continued to be given, to set off the wages of the men accordingly; but these warrants had no influence on the conduct of the officers, as the wages were set off on the authority of the general notes given by the master shipwright; and, in some instances, the men were paid previous to the propositions having received the sanction of the Navy Board, or previous even to their having been transmitted to them for that purpose.

[To be continued.]

Naval Poetry.

The heart's remote recesses to explore,
And touch its Springs, when Prose avail'd no more.

FALCONER.

THE WRETCHED SAILOR'S COMPLAINT.

PITY the sorrows of a wretched Tar,
By wasting want, and pining care oppress'd;
Who, sadly maim'd by the hard fate of war,
Implores the aid of every feeling breast.

My precious limbs, an arm, and eke a leg,
In one fierce battle I together lost;
By poverty I'm now constrain'd to beg,
And 'midst life's storms, alas! I'm rudely toss'd.

My head, by time, is almost silver'd o'er;
My only hand grown weak, begins to shake;
Useless at sea, I'm forc'd to pine on shore;
Help then, and Heaven a recompense will make.

With hopping pace, I scarce can move along;
Infirmities my body downwards bend;
I pass unheeded 'midst the giddy throng,
For few, assistance ever deign to lend.

From early years I've plough'd the boist'rous main,
O'er many a furious swelling billow borne;
Oh! let me not then vent my grief in vain,
Nor treated be with infamy and scorn.

When gallant HAWKE dispers'd the Gallic fleet,
  I had my share in that all-glorious day;
But little thought, that ever in the street,
  From door to door, I should neglected stray.

I, youthful then, experienc'd better days,
  Nor cares, nor sorrow, e'er disturb'd my mind;
Cheerful I toil'd, in hopes myself to raise,
  And brav'd the terrors of the waves and wind.

When RODNEY too the *pride of France** laid low,
  With him I conquer'd, for with him I stood;
But there, alas! I got the fatal blow,
  That makes me pine for want of daily food.

Oft, oft, I bore the enemy's rude shock;
  Nor by my messmates e'er was backward found,
E'en when surrounded by thick clouds of smoke,
  And when dead bodies strew'd the deck around.

Oft has this hand, the only one I've got,
  Been tir'd with moving the huge pond'rous gun:
Oft has it ramm'd with vigour down the shot,
  And help'd the cannon through the port to run.

Oft have I firmly stood my country's cause,
  And fought undaunted 'gainst each mortal foe;
Oft have I gain'd for bravery applause,
  Yet now I'm doom'd to poverty and woe.

Ye feeling bosoms that soft pity know,
  Ah, think! ah, think! upon my wretched state;
When whistling winds with dreadful fury blow,
  A place of shelter I can hardly get.

I often stand 'midst dismal cold and rain,
  And shiver sadly in th' inclement air;
I vent my sighs, too oft, alas! in vain,
  And oft am driven almost to despair.

Let sympathy awake the tender mind,
  And think, ye sound, whene'er my case ye see,
How happy, and good Providence how kind,
  That ye are not thus sadly maim'd like me.

---

* Ville de Paris.

And oh! ye brave! who oft have heard the roar
  Of thundering cannons in the bloody fight;
Ye who have cruis'd on many a distant shore,
  And whom no danger ever could affright;

My sorrows view; small is the boon I ask,
  And little sure will nature's want supply;
To move your pity I assume no mask,
  Nor causeless bawl aloud for charity.

Without one friend my sinking heart to cheer,
  To the wide world I trust for my support;
And linger out each slow revolving year,
  In hopes that Heaven will make my misery short.

I find no comfort, save whenc'er I think
  That wintry times, rude storms, will soon be past,
Into the grave I drooping soon shall sink,
  And find a port secure from ev'ry blast.

ALTERATION OF THE OLD BALLAD,

"YE GENTLEMEN OF ENGLAND."

YE mariners of England,
  That guard our native seas,
Whose flag has brav'd a thousand years
  The battle and the breeze;
Your glorious standard raise again
  To match another foe,
And sweep thro' the deep,
  While the stormy tempests blow;
While the battle rages loud and long,
  And the stormy tempests blow!

The spirits of your fathers
  Shall start from every wave;
For the deck it was their field of fame,
  And ocean was their grave!
Where BLAKE (the boast of freedom) fell
  Your manly hearts shall glow,
As ye sweep thro' the deep,
  When the stormy tempests blow—
When the battle rages loud and long,
  And the stormy tempests blow.

Britannia needs no bulwark,
No towers along the steep!
Her march is o'er the mountain waves,
Her home is on the deep:
With thunders from her native oak
She quells the floods below,
As they roar on the shore,
When the stormy tempests blow—
When the battle rages loud and long,
And the stormy tempests blow!

The meteor flag of England
Must yet terrific burn,
'Till Danger's troubled night depart,
And the Star of Peace return!
Then, then, ye Ocean-warriors,
Our song and feast shall flow
To the fame of your name,
When the tempests cease to blow—
When the fiery fight is heard no more,
And the tempests cease to blow!

ELEGY.

BY MRS. J. HUNTER.

SIGH not, ye winds! as passing o'er
The chambers of the dead you fly;
Weep not, ye dews! for these no more
Shall ever weep, shall ever sigh!

Why mourn the throbbing heart at rest?
How still it lies within the breast!
Why mourn, since Death presents us peace,
And in the grave our sorrows cease?

The shatter'd bark from adverse winds
Rest in this peaceful haven finds;
And when the storms of life are past,
Hope drops her anchor here at last!

Sigh not, ye winds! &c.

NAVAL HISTORY OF THE PRESENT YEAR, 1806.

(*October—November.*)

RETROSPECTIVE AND MISCELLANEOUS.

EVERY fresh Mail from the Continent brings only fresh intelligence of the rapid successes of the enemies of civilized society; and recalls to memory those ravages of the Northern horde of marauders, which plundered Europe in a long and terrible night of darkness and desolation. Nothing can equal the rapid progress of the French, nor their insolence and cruelty towards the vanquished. Yet still, whilst the Monarch of Prussia does not negotiate, hopes may be entertained, however desperate, that he will retrieve the ancient honours of his House. There is no contending, for a time, against treachery and corruption: but their triumph, though often dazzling, is always short. One asylum still remains for the unfortunate; and that asylum, under Providence, is surrounded by Wooden Walls.

Amidst the general fever of the elections, we are unable to discover any naval intelligence of importance. Sir Samuel Hood is returned for Westminster. Reports of changes in the Ministry prevail. But we sincerely hope that the station of the First Lord of the Admiralty will not pass so rapidly as it has lately done, from one Gentleman to another: the very salvation of the country depends on the firmness and councils of that Board; which, therefore, ought not to be continually shaken and perplexed by the cabals of party.

NEWHAVEN HARBOUR.

Lewes, Nov. 10.

AT a meeting held in this town last Monday, respecting the improvement of Newhaven Harbour, the weather being very bad, few attended except the Commissioners for the Piers at Newhaven, resident in this neighbourhood. Lord Chichester was requested to take the Chair; and Lord Sheffield opened the business, by observing, that the improvement of the Harbour of Newhaven, considered as a national concern, and as peculiarly advantageous to this part of the country, was so obviously important, that it was unnecessary to dwell upon that point. Many captures and many wrecks on the coast prove the great want of a port for our cruisers, and for the shipping which frequent the British Channel; and undoubtedly there is no place between Spithead and the Downs so fit as Newhaven. The necessity of forming such a harbour has been admitted by the Admiralty and our merchants; the practicability of the measure has been repeatedly examined, and the most competent persons have made very encouraging reports in respect to it. Lord Chichester and he had presented memorials from the Commissioners of the Piers, and had conferred repeatedly with the Lords of the Admiralty. A naval engineer, Mr. Murray, was, in consequence, appointed to survey the coast of Sussex, and the harbour of Newhaven. His report was very favourable to the undertaking, and, together with the plan of the harbour and coast, were referred to the Trinity House. The Brethren reported, " that under all the circumstances it will not be expedient to recommend to Parliament the appropriating a sum of money to the improvement of the harbour." The present means for improving the harbour are so obviously inadequate, and the memorials from the Commissioners of the Piers having proved unsuccessful, no better step occurred than that of enlarging the mode of application, by calling a General Meeting of the Noblemen, Gentlemen, Ship-owners, Merchants, and others, who are interested in its improvement, to consider of the best means of attaining that object, which he conceived would be to apply to Government to promote the measure in any way

they should think most proper. His Lordship observed, that he had no sanguine expectation that Government would at this time appropriate any new fund for the purpose proposed; but possibly they might assist the measure, by making some arrangement of tonnage duties, putting the whole, in some respects, under the controul of the Trinity House. The duties payable to Ramsgate amount to much more than is required for that harbour; they are accumulating, and, as he understood, a very considerable sum is placed out at interest. The Ramsgate duty is two-pence per ton on vessels passing Beachy Head; one halfpenny per ton allotted to Newhaven would amply suffice for the proposed improvement; even a farthing per ton might be sufficient. His Lordship then remarked, that there have been several other surveys, all of them admitting the practicability of making a good harbour: and he read the report made by Mr. Murray, whose plan, he observed, is by no means so extensive as the situation will admit. It certainly would be very advantageous to extend the piers to low water mark, as by that means fifth and sixth rates would be admitted; but at the end of seven hundred feet from the present piers, there is an immediate fall into deep water of twenty-four feet at common spring tides, and three more at extra spring tides; it is even practicable to carry out the piers to twenty-four feet deep at low water, furnishing at all times a station for our cruisers, and a refuge for our shipping from the enemy and from bad weather. He remarked the superior capability of the coast about Newhaven over the opposite coast from Dieppe to Ostend; and mentioned several great artificial harbours, some of which had resisted storms and exceeding heavy seas upwards of two thousand years. He recommended the simplicity of the harbours of Alexandria for imitation, on account of the cheapness of the materials and of the execution; and observed, that, fortunately, our coast furnishes the requisite materials. But even if it were necessary to go to Purbeck or Portland, it would answer much better, and be infinitely more cheap, than timber work. His Lordship added, that whatever may be done, it should be upon a scale and plan that may be extended, and rendered of more general benefit than can, perhaps, be at this time attempted. His Lordship then read the four Resolutions which he meant to propose:—

1st, That the coast had been repeatedly insulted, and many valuable ships lost, in consequence of not having a port into which they might seek protection from an enemy, or from bad weather.

2dly, That Newhaven is capable of being rendered a safe and competent harbour for His Majesty's cruisers, and for ships of considerable burthen.

3dly, That application be made to Government, and to the Admiralty, for assistance and support.

4thly, That those who have seats in either House of Parliament be requested to conduct and manage the said application.

The Commissioners for the Piers, who formed the greatest part of those present, expressed great dissatisfaction, on the supposition that the intention was to take the management of the harbour out of their hands, and that the creditors might be defrauded; they contended that the business of the harbour had always been ably conducted, that the piers were as firm as a rock, that their means were sufficient for the improvement of the harbour, that they had paid off a part of the money borrowed, and that they saw nothing different in Mr. Murray's plan from that which they proposed to execute, except forming a dock in Sleeper's Hole. Lord Sheffield replied, that he was astonished at the supposition that any change could be made in the commission founded on an Act of Parliament, without satisfying the Commissioners and the creditors; that his object was to pursue such plan as Government should suggest, without whom nothing essential could be done: he did not pretend to say whether Government would desire to incorporate with the present commission, or to make any material alteration as to the management of the harbour: but it is very certain that the Commissioners and creditors must be satisfied; he denied that the present means were sufficient to make the improvements in the harbour, which are so necessary; and observed, that the Commissioners had repeatedly asserted the same. His Lordship concluded by saying, that he had never spared himself; that he had taken his full share in all public matters between 30 and 40 years,

that he had of late determined to decline certain business, and that he should not have promoted the present meeting, if he did not know there was an intention to form a harbour in a place by no means so fit as Newhaven, and that if we missed the opportunity of bringing forward the pretensions of this part of the county, all chance of the advantages that are held out must be lost for ever. The Commissioners still urged the same objections; and an adjournment was moved, on which the meeting broke up.

A subscription was opened at the above meeting, for the purpose of rendering the life-boat at Newhaven actually serviceable to ship-wrecked mariners, by erecting a shed for stowing it near the sea, (and not, as heretofore, nearly a mile distant,) and for purchasing a carriage to convey it with facility, to any part along the beach where its assistance may be most required.

West India Intelligence.

DREADFUL HURRICANE.

(From the Dominica Journal, September 20, 1806.)

Roseau, Sept. 20.

WE again resume our Journal, after an interruption occasioned by the confusion and loss sustained in the Office during the late hurricane, one of the greatest calamities this Colony has sustained within the memory of its oldest inhabitants. To give a detail of all the particulars of that unfortunate event, would be a task impossible to fulfil with accuracy, until things commence to be a little more settled, and that a regular communication with the country should be opened, the roads being entirely destroyed; we shall, therefore, confine ourselves chiefly to the giving a general idea of the whole, as far as the intelligence received from the different parts of the Colony may enable us.

On Tuesday, the 9th inst., about seven o'clock in the evening the sky became totally overcast, and tremendous flashes of lightning, accompanied by heavy puffs of wind, presaged to the more experienced part of the inhabitants an approaching storm; but few expected it would have been so fatal in its consequences. The wind continued increasing until ten o'clock, when it began to be accompanied by a most dreadful fall of rain, the effect of which, accompanied by a pitch-like darkness, each moment illuminated by a sheet of livid fire; and the roaring of the wind, which every instant became louder, was awful enough to impress a dread upon the heart of the most intrepid: soon after, to complete our misfortune, the River Roseau, increased by the heavy rains, overflowed its banks, inundated the town in every direction, and then the destruction became general; every house which obstructed its passage was thrown down, or carried away by the stream; and a great proportion of their unfortunate inhabitants perished! About ten o'clock every vessel in the harbour was driven from its moorings, except a small Swedish schooner, which was cast ashore under the fort a little after midnight; and those who were driven out generally met with the same fate, amounting, in the whole, to 16 sail of different descriptions.

No pen can paint the horrors of that dreadful night! the tremendous noise occasioned by the wind and rain—the roaring of the waters, together with the shock of an earthquake, which was sensibly felt about midnight—the shrieks of the poor sufferers crying out for assistance—the terror of those who in their houses heard them, and dared not open a door or window to give succour, and who expected momently to share the same fate, formed a scene which can hardly be conceived, and still more difficult to be described. Fortunately for the inhabitants of the town, and, indeed, for the whole colony, the force of the wind and rain abated about three o'clock in the morning, and near the same time the water began to fall; if it had continued another hour, there is not a doubt but the town would have been entirely destroyed.

The spectacle which presented itself on the return of day-light, was horrid beyond every power of description, heaps of mud and sand, (in some places five or six feet deep,) through all parts of the town—the form of a street hardly to be discerned—two large streams, or rather torrents, running through the midst of the town—ruins of houses blown down, and others brought down by the flood, obstructing every passage—the carcases of several of the unfortunate victims of this event drawn out from the ruins, and lying in the streets—while numbers, almost distracted, were searching for some near relation or friend, who had perished in the storm—the lamentations of those who had lost some of their nearest and dearest connections, joined to the despair of those who had lost their little all, formed altogether a scene fit to draw tears from the eyes of the most unfeeling.

From the most authentic accounts which can have been gathered during the confusion occasioned by this fatal occurrence, there has been ascertained to have perished in the town of Roseau and its vicinity—8 white persons of different sexes and ages, 57 free persons of colour, and 66 slaves, forming a total of 131—besides numbers of others yet missing, and several wounded.

On Morne Bruce*, where that part of the garrison stationed at Roseau is quartered, the whole of the barracks were blown down, excepting one; three men and one woman killed, and one man wounded.

The planters have equally suffered with the inhabitants of the town; every plantation on the windward coast of the island, from the River Tabarie to Morne Paix Bouche, are almost entirely destroyed; only three mills standing in the whole extent, and these considerably damaged; no other building left on either sugar or coffee estate; and the numerous inhabitants of that quarter have only for shelter four houses situated at some distance from the sea, to which most of the white inhabitants have retired; on the different estates on that coast, as far as accounts have reached town, there have perished about 30 negroes, and upwards of 180 dangerously wounded.

Round the coast from the River Tabarie, by way of la Soye, the estate which bears the name of that river is, perhaps, the only one that has not received any considerable damage in this general disaster.

All the plantations to leeward of the island have experienced the effects of the hurricane; every house, from the River Mahaur down to Prince Rupert's †, either laid flat, or greatly damaged; the town of Portsmouth entirely destroyed; the greatest part of the barracks on Morne Cabrit carried away; and, in general, the whole island offers a scene of devastation and ruin.

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* MORNE BRUCE.

Regiments.	*Killed.*	*Wound.*	*Ampt.*	*Frac.*	*Contus.*	*Tot.*
46th	3	19	0	0	6	28
3d West India	0	6	0	1	2	9
White Woman	1	0	0	0	0	1
Black Do.	1	0	1	0	0	2
Total	5	25	1	1	8	40

§ PRINCE RUPERT's.

31st West India	3	43	1	4	23	74
Pioneers, black	1	0	0	0	0	1
Servants, do.	1	0	0	0	0	1
	5	43	1	4	23	76
General Total	10	68	2	5	31	116

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

[Continued from page 351.]

ADMIRALTY OFFICE, NOV. 25, 1806.

Copy of a Letter from Vice-Admiral the Right Honourable Lord Collingwood, Commander in Chief of His Majesty's Ships and Vessels in the Mediterranean, to William Marsden, Esq., dated on board His Majesty's Ship the Ocean, off Cadiz, the 3d November, 1806.

SIR,

WHEN the convoy first appeared in the Straits, Rear-Admiral Purvis, who was at Gibraltar, sent out the ships and gun-boats which were there; one of the latter, commanded by Lieutenant Foote, of the Queen, attempting to rescue a vessel which was taken, unfortunately found the one which had her in tow so superior, that, after a contest which was highly honourable to him and his men, and having lost in killed and wounded a great part of his boat's crew, he was obliged to surrender, and the gun-boat was taken. I enclose, to be laid before their Lordships, Lieutenant Foote's letter, with a list of killed and wounded.

I am, &c. COLLINGWOOD.

SIR, *Town of Tarissa, Oct.* 26, 1806.

With heart-felt anguish, I acquaint you of the capture of His Majesty's gun-boat Hannah, yesterday forenoon, by a Spanish privateer, of four guns, and 70 men;—trusting, after a circumstantial account, which I feel it my duty to write you on this melancholy occasion, you will perceive the few brave fellows I commanded did their duty, and that the British flag was not tarnished on this occasion.

Being off Cabaritta Point, I discovered a Latine rigged vessel in the middle of the Gut, a few miles to leeward of me, towing a merchantman towards the Spanish coast; and conceiving it my duty to endeavour to regain her, I made all sail after her, and, upon coming within gun-shot, I perceived she was a large three masted Spanish privateer, of much superior force to the gun-boat; I therefore, after exchanging a few shot, and finding she knew her superiority, by casting off the tow, and tacking after me, endeavoured to escape;—she soon, however, got so close, as to do execution with her grape; and our ammunition being nearly expended, I determined to try the event by boarding her, but on coming alongside, such a number of men jumped into us, as obliged us to act on the defensive. After fighting on the deck about ten minutes, I looked around, and saw scarce an Englishman standing, and another privateer coming up close to us; I therefore determined to save the lives of the few brave fellows that were left, by striking the British flag. I send this with Mr. Spargo, Midshipman, to whom I am indebted for writing this, (being wounded in my left arm, for which the Doctor has blooded me in the other,) as well as for his bravery during the engagement; and I cannot finish, without saying how much I owe to the bravery of young Mr. Millett, Midshipman, and the whole of the crew. I herewith send you a list of killed and wounded, and I remain, Sir, &c.

To John Child Purvis, Esq., Rear-Admiral of the White, &c. Gibraltar. JOHN FOOTE.

Killed.— ——— Griffiths, Coxswain of the gun-boat; William Marslin, seaman; Dennis Bulcure, ditto; Patrick Saul, ditto; Matthew Sullivan, ditto.

Drowned.—James Robinson, seaman; Thomas Price, ditto.

Wounded.—John Haddock, seaman, since dead; John Gustaff, ditto, badly; Alexander Dickey, ditto, ditto; Thomas Shepherd, ditto, badly in several places; Owen Morgan, ditto, ditto; Samuel Paul, ditto, ditto; Daniel Carey, ditto, ditto; James Pollet, ditto, ditto; Peter Peterson, ditto, slightly; Noble Ducham, ditto, ditto; Adam Davison, ditto, ditto.

Naval Courts Martial.

A COURT MARTIAL was held on board the Gladiator, at Portsmouth, on the 27th October, on the remaining officers of His Majesty's late ship Constance. The following was the sentence of the Court:—

"That having heard the evidence, and completed the inquiry, and having maturely and deliberately weighed and considered the whole, the Court is of opinion, that the loss of His Majesty's said ship Constance was caused by her getting aground on the French coast, after a severe action with the French ship Salamandre, and the batteries on the French shore, and the capture of the said ship; and that the conduct of Captain Burrowes, Commander of the said ship, who fell in the action, and of the surviving officers and ship's company, was brave, meritorious, and praise-worthy, on the occasion; and doth adjudge the said surviving officers, and ship's company, to be honourably acquitted accordingly.

"And the Court is further of opinion, that the conduct of Captain Thicknesse, in leading the ships into action, and his strenuous endeavours, after the said French ship had struck its colours, to preserve His Majesty's ship Constance, and to recover the prize under the galling fire of the batteries and the troops from the shore, and in afterwards destroying her, was highly gallant and meritorious."

On the 10th of November, John O'Neill, private marine of His Majesty's ship Uranie, was tried by a Court Martial, for having, whilst centinel, opened a gentleman's chest, and stole various articles.—He was sentenced to receive 500 lashes.

On the 11th, a Court Martial was held on Lieutenant Henry Osborne, of His Majesty's ship Uranie, for absenting himself from his duty without leave, for conducting himself in a cruel and oppressive manner, unbecoming the character of an officer, and for contemptuous and menacing behaviour to Captain Laroche, on the quarter-deck, before the ship's company.—The charges were in part proved, and in consideration of particular circumstances, he was dismissed from His Majesty's ship Uranie. Rear-Admiral Murray, President.

Promotions and Appointments.

WHITEHALL, Nov. 15, 1806.—The King has been pleased to grant the dignity of a Baron of the United Kingdom of Great Britain and Ireland, unto the Right Hon. Alan Lord Gardner, Admiral of the White Squadron of His Majesty's fleet, and the heirs male of his body lawfully begotten, by the name, style, and title, Baron Gardner, of Uttoxeter, in the county of Stafford.

Captain H. Garrett, to the Royal Sovereign; the Hon. G. Elliot, to the Modeste; Captain J. Broughton, to the Meleager; Captain R. M'Kenzie, to the Solebay; Captain J. Searle, to the Grasshopper; Captain Sibley, to the Hermes; Captain J. Pearce, to the Providence; Captain Shipley, to the Comas; Captain Barwell, to the Speedy.

Captain Ekins, to the Defence; Captain Bromley, to the Solebay; Captain Kenneth M'Kenzie, to the Champion; the Hon. Captain Seymour, promoted to be a Post Captain, and appointed to the Aurora; Captain Nairne, to the Favorite; Captain Crawley, to the Philomel; Captain Phillimore, to the Bellette; Captain Hughes, to the Cormorant; Captain Whitter, to the Sea Fencibles at Leo; Lieutenant Lloyd, to the Nile; Lieutenant James Townshend, to be a Commander.

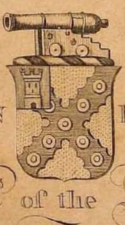
Lieutenant Usher, of the Colpoys brig, is promoted to be a Commander.

An evening paper states, that the inventor of the pyrotechnic arrows has obtained a pension of 1200l. a year, and that a warrant has been passed under His Majesty's sign manual, increasing the salary of the first Lord of the Admiralty from 3000l. to 5000l. a year; the former sum being inadequate to defray the expenses induced by the situation.

OBITUARY.

October 31, Mr. Beach, master of the metal-mills, in His Majesty's Dockyard at Portsmouth.

On board His Majesty's ship Illustrious, at Spithead, Mr. H. Hannaford, Purser of that ship.



SIR JOHN LEAKE KN^{T}.

Admiral of the Fleet, &c.

Published 31st October 1806 by J. Gold, 103, Shoe Lane Fleet Str

BIOGRAPHICAL MEMOIR

OF THE LATE

SIR JOHN LEAKE, KNT.

ADMIRAL OF THE FLEET, &c.

"IT IS A PLEASURE FOR TO SIT AT EASE
UPON THE LAND, AND SAFELY FOR TO SEE
HOW OTHER FOLKS ARE TOSSED ON THE SEAS,
THAT WITH THE BLUSTRING WINDS TURMOILED BE."

Old Translation of Lucretius.

"THE mould of a man's fortune," says Lord Bacon, "is in his own hands;" and Shakspeare has observed, that

"There is a tide in the affairs of men,
Which, taken at the flood, leads on to fortune;
Omitted, all the voyage of their life
Is bound in shallows and in miseries."

There may be much truth in the remarks of these great men; yet it not unfrequently happens, that a life of continued exertion, of unremitting toil, is passed, without the attainment of the desired end. Many are flattered with transient expectations, each of which may be considered, as

"A spot of azure, in a cloudy sky,
A sunny island, in a stormy main."—SCOTT.

Sir John Leake, however, was not of that ill-fated number; for he was, with justice, distinguished as "*The Brave and Fortunate.*"

In presenting a memoir of this successful officer, we conceive that we shall at once gratify the general reader, and render a material service to naval literature. A life of Sir John Leake was indeed drawn up by Stephen Martin Leake, Esq., Clarencieux King of Arms*; but as it was intended for private circu-

* By his will, Sir John Leake left all his estate, both real and personal, with the exception of a few legacies, to his brother-in-law, Captain Stephen Martin; a naval officer, who served under him, and whose name will sometimes occur in this

lation only, no more than fifty copies were printed. We have been favoured with the loan of one of those very scarce impressions; and to prevent unnecessary references, we shall at once premise, that it is our intention to follow it, chiefly, as an authority.

The grandfather of Sir John Leake, who resided at Harwich, had been bred to the sea; and though he is said to have been first in the King's service, he went into that of the Parliament, on the breaking out of the civil war, in 1648.* His son Richard, the father of Sir John, born in 1629, was engaged with him in the same cause; but as his principles were in favour of the royal party, he engaged some seamen in his design, and deserted from the service of the commonwealth. His father, suspecting his intention, watched him closely; and he had scarcely left the ship before he was missed. Several shot were fired at the boat which the deserters had taken; but Mr. Leake and his companions had the good fortune to effect their escape. The old gentleman was extremely zealous in the cause which he had espoused; and it is probable that, had his son been taken, he would have fallen a victim to his resentment.

Mr. Richard Leake, whose father died soon after this event, enlisted as a volunteer into the King's service; but His Majesty's affairs proving very disastrous, particularly by sea, he retired to Holland, and went into the Dutch artillery, where he improved himself in the art of gunnery and engineering. On his return to England, he entered the merchant service, and made several voyages up the Mediterranean. During this time, his two elder sons, Henry, and John (the immediate subject of this memoir) were born. When the Restoration had been effected, he was made Gunner of a man of war; an appoint-

memoir. In consideration of the favour done to him by Sir John's will, Captain Martin "obtained His Majesty's warrant, under his signet and sign manual, to assume the name, and bear the arms of Leake, together with his own, to continue a memorial of the said Sir John Leake for ever." Captain Martin died in the month of January, 1736; and we believe that the author of Sir John Leake's life, here mentioned, was his son.

ment at that time of some consequence. The first ship, of which he was appointed Master Gunner, was the Princess, of 50 guns, in which he continued till the 3d of May, 1669, including the period of the first Dutch war. "It was in this war," says an old tract, "that the Princess meeting with fifteen sail of Rotterdam men of war, fought with the Rear-Admiral, of 64 guns, and five others, of 48 and 50 guns each, and presently after with the Admiral, of 70 guns, and two of her seconds, forcing the enemy to lie by the lee: and the Captain, Lieutenants, and Master, being all killed during the battle, the extraordinary defence of this ship was entirely owing to the bravery and conduct of the Gunner.—Likewise in another engagement, in the same ship, in the year 1667, in the Baltic Sea, he gained no less honour to himself; for engaging two Danish men of war, after four hours' fight, his Captain being killed, the Lieutenant desperately wounded, and the Master slain, he took the command, and plied the Danes so warmly, that they were both glad to sheer off, with the loss of abundance of their men; however, they anchored about a mile from him all night, repairing their damage, as Mr. Leake did likewise on his part, expecting to renew the fight next day; but either they were not able, or durst not do it; for, in the morning, though they were to windward, instead of bearing down upon him, they kept fast at anchor; whereupon Mr. Leake having saluted each of them with a shot of defiance, bore away for England."

Mr. Leake was disappointed in his expectation of being made Captain of the Princess, after the latter event; but His Royal Highness the Duke of York, then Lord High Admiral, signed a warrant in his favour, "to cause a Bill to be made forth, for the sum of thirty pounds, to be paid as His Majesty's free gift, to the said Richard Leake, for his good service, until opportunity offer for his further preferment." The date of this instrument was June 8, 1667; and on the 13th of August, in the same year, Mr. Leake was appointed one of His Majesty's Gunners in the Tower; in consideration "of his good and faithful service to His Majesty, during the war with the French

Danes, and Dutch, both by sea and land." Thus it appears, that he had served in the Army as well as in the Navy.

In 1669, this gentleman was promoted to be Gunner of the Royal Prince, a first rate; in which ship he distinguished himself in a most extraordinary manner. In the engagement between the English and Dutch, on the 10th of August, 1673, the Royal Prince had all her masts shot away, nearly 400 of her men killed and disabled, and most of her upper tier of guns dismounted. "As she lay thus like a wreck, for some time," says the naval tract above quoted, "a great Dutch man of war came down upon her, with two fire-ships, either to burn or carry her off; and the Captain-Lieutenant, Mr. Rooke, (afterwards Sir George Rooke,) thinking it impossible to defend her, ordered the men to save their lives, and the colours to be struck. Mr. Leake hearing this, forbade it, ordered the Captain-Lieutenant off the quarter-deck, and took the command upon himself." *The Royal Prince*, exclaimed Mr. Leake, *shall never be given up to the enemy, whilst I am alive to defend her!*—His eldest son, Henry, was then one of his Mates; and his second, John, a Midshipman. The latter had already acquired considerable skill as a Gunner. He called them both to him; and having imparted his resolution to the ship's company, the contest was renewed with increased spirit. The men who, just before, had thought only of providing for their safety by flight, returned with alacrity to their stations; and, under the direction of the Gunner and his two sons, they sunk both the fire-ships, and obliged the man of war to sheer off. The Royal Prince, half burnt, and nearly reduced to a wreck, was afterwards brought to Chatham. In this action, the result of which was so glorious to Mr. Leake, that gentleman had the misfortune to lose his eldest son, who was killed very near him.

Mr. Leake next became Gunner of the Neptune, a second rate; he soon afterwards received the command of a yacht, and was appointed Master Gunner of Whitehall; and in 1677, he received a grant for life, of the office of Master Gunner of England, and was also appointed Keeper of His Majesty's ordnance and stores of war, at Woolwich.

His eldest son, John, was born at Rotherhithe, in the month of June, 1756. Having been well instructed in mathematics and gunnery, he entered very early into the Navy; and as we have already seen, served as Midshipman in the Prince Royal, when seventeen years of age. At the conclusion of the Dutch war, he went into the merchant service, and made two or three voyages up the Mediterranean, as Commander of a ship. He resolved to quit this pursuit as early as possible; and when his father was made Captain of a yacht, he succeeded him as Gunner of the Neptune; the highest and most advantageous appointment which he could then possibly expect. He had previously refused to be a Lieutenant, as he was certain of being advanced to a command, from the post of Gunner. The times however being extremely unfavourable to naval promotions, he was under the necessity of remaining stationary much longer than he expected.

At length, on the 24th of September, 1688, King James having resolved to fit out a strong fleet, to repel the expected invasion from Holland, the subject of this memoir received a commission as Commander of the Firedrake, fire-ship. Pursuant to his orders, Captain Leake joined the fleet at the Nore, under the command of Lord Dartmouth, and thence proceeded with them to the Gunfleet; where the wind kept them, till the Prince of Orange had succeeded in his design. Afterwards, on the arrival of the fleet in the Downs, the ships were ordered into harbour, and Captain Leake sailed with the Firedrake to Chatham.

In the spring of the succeeding year, 1689, Admiral Herbert proceeded, with such ships as he could hastily collect together, of which the Firedrake was one, to intercept a French fleet that had sailed for Ireland, for the purpose of supporting the landing of King James. On their arrival off Cork, on the 17th of April, they found that King James had landed two months before, and that the French convoy had returned to Brest for a farther supply of troops, &c. On the receipt of this intelligence, the English squadron made for Brest, with the view of meeting the enemy; but, not succeeding in this expectation, they returned

to the Irish coast, and, on the 30th, they descried the French standing into Bantry Bay. Admiral Herbert lay by during the night; and on the morning of May 1, the French, whose numbers were decidedly superior, bore down upon the English, but would not engage them so closely as was wished. A spirited engagement, however, was maintained, until five P.M., when the French tacked, and stood farther into the Bay. The English, most of them disabled, could not follow; but after remaining some time before the Bay, returned to Portsmouth. For their gallant conduct in this battle, Admiral Herbert was created Earl of Torrington; and the Captains, John Ashby, and Cloudesley Shovel, were knighted.

Amongst the wounded, in the battle of Bantry Bay, was Mr. Martin, whom we have already mentioned. He was then a Midshipman on board of the Edgar, Captain Shovel, and had his thigh broken by a cannon ball.

During the engagement, Captain Leake, though in a fire-ship only, performed very signal service.—This may be a proper place to remark, that his father, Mr. Richard Leake, was particularly skilful in the invention and management of explosive machinery. He was the principal contriver of what the French call *Infernals*, which were first used at the bombardment of St. Maloes, in 1693; but his favourite invention was the *Cushee Piece.* This was intended to be placed on the forecastle of a ship, to fire shells and carcasses. It perfectly answered his designs, in theory; and, when his son was appointed to the command of the Firedrake, it was chiefly with the view of giving it a trial. Captain Leake however had not an opportunity of using it, until the engagement of Bantry Bay. It appears to have answered extremely well; for, during the battle, he set one of the French ships on fire, so that part of her was blown up, and she very narrowly escaped complete destruction. Several other ships were injured by the Cushee Piece; and Admiral Herbert was so fully convinced of the skill and courage of Captain Leake, that, two days after the action, he gave him the command of the Dartmouth frigate.*

* Captain Leake's younger, and only brother, Edward, was blown up at Wool-

The city of Londonderry was, at this time, in a state of close and severe siege. No relief could arrive but by the river, the sides of which were lined with 2000 musketeers; and, in the narrow part, a little above Culmore Castle, where the ships must pass, was placed a *stoccado*. This was a bomb, or boom of timber, joined by iron chains, and strengthened by a cable of twelve inches thickness twisted round it. At each end thereof were redoubts, with heavy cannon; and the besiegers had also sunk several boats, and driven *stoccades*, with spikes, into the river, so as to present what seemed an impenetrable barrier.

The recruits, which were intended for the relief of Londonderry, were to embark at Liverpool; and, two days after the battle of Bantry Bay, Captain Leake was dispatched to hasten their progress. On the same day, therefore, that he entered upon the command of the Dartmouth, he left the fleet. Proceeding up the Irish Channel, he arrived, on the 17th of May, at Hyle Lake, near Liverpool, where he found the Swallow man of war, and the transports, with the soldiers on board. They were detained, by bad weather and contrary winds, till the 31st. One of the victuallers was at the Isle of Man; and, leaving the transports under the care of the Swallow, Captain Leake went thither to fetch her. After encountering much blowing weather, he succeeded in his object; and, on the 8th of June, he joined the grand fleet, under the command of Sir George Rooke, in Red Bay.

When the fleet arrived with the forces off Lough Foyle, such measures were taken as might secure them from any attempts of the enemy by sea. A council of war having been holden, it was judged impracticable for the ships to force a passage to the town. It was therefore determined to wait for an augmentation of force; and then, by making a descent, to endeavour to oblige the enemy to raise the siege. In the mean time, the besieged were weakened by a raging famine; and, though they made many bold attempts to reach the ships for a supply of pro-

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wich, as he was preparing the composition for the cushee shells. From this unfortunate circumstance, or on some other account, Captain Leake never recommended the cushee piece; and we are not aware that it was ever afterwards used.

visions, they were always unsuccessful. Touched with their sufferings, Captain Leake formed the resolution of endeavouring to relieve them. As he could have no other man of war to assist him, the Swallow, the only one there, being too large to go up the river, he borrowed the Swallow's long-boat, to aid in cutting the boom which we have already described. It was agreed that Captain Leake should lead the van, with the Dartmouth, and engage the castle and batteries; while a couple of victuallers (the Mountjoy, of Derry, and the Phœnix, of Coleraine,) should pass by and run with full sail against the boom, in order to break it: the boats, well manned and prepared for the work, immediately to join them, to endeavour to cut the boom asunder, and to haul the ships through. Accordingly, on the evening of July 28, the respective vessels got under weigh, though with very little wind. The enemy opened a furious fire upon the Dartmouth, from Culmore Castle and the batteries, which was returned with great spirit. Having passed the Castle, the little wind which the victuallers had, failed them, and a dead calm succeeded; so that, stopping at the boom, but not having force to break it, they recoiled, and one of them, the Mountjoy, ran stern foremost on shore. The air now rang with the exulting shouts of the enemy; while the besieged, in mournful silence, witnessed what they conceived to be the failure of their last hope. The Mountjoy, however, having been loosened by the shock of firing her guns, got clear with the rising tide; and, in the interim, the cannon of the Dartmouth had done great execution against the batteries; some of their guns having been dismounted, and the men being hardly able to stand to those that were not.

Whilst the enemy were yet rejoicing over the accident which had befallen the Mountjoy, the boats' crews got upon the boom, cut it asunder, and hauled the Phœnix through: the Mountjoy soon followed, and Captain Leake continued to engage the battery, till he saw that they had both reached the city. The transport of the inhabitants and garrison was inconceivable. They had sustained a siege of one hundred and eleven days; and, having lived for some time upon hides, dogs, cats, horse-

flesh, tallow, &c., the only articles of subsistence which were left, and these were barely sufficient for two days, were nine lean horses, and a pint of meal to each man. Seven thousand of the inhabitants are said to have been actually famished to death.

This brave and successful undertaking of Captain Leake, in despite of all the enemy's works to prevent it, and in sight of an army of 30,000 men, was not attended by any considerable loss. The enemy were so discouraged, that the siege was immediately raised.

Major-General Kirk, who witnessed the attack from on board the Swallow, was so highly pleased with the conduct and bravery of Captain Leake, that he presented him with the command of a company in his own regiment, which he enjoyed many years, even after he was a Flag Officer.

In memory of this action, a medal was struck by the Dutch, exhibiting the bust of King William upon a pedestal, and two figures, representing England and Holland, supporting a crown of laurel over his head; at a distance the city of Londonderry, and the following inscription upon the pedestal:—

"WILHELMUS MAXIMUS IN BELGICA LIBERATOR, IN BRITANNIA RESTAURATOR. LONDONDERRY, 1689."

The relief of Londonderry was also recorded, by various inscriptions, emblematic devices, &c., in the tapestry of the Irish House of Peers.

The Dartmouth having been paid off, Captain Leake was appointed on the same day to command the Oxford, a fourth rate, of 54 guns, then at Portsmouth. He immediately repaired thither; and having fitted his ship, sailed to join the fleet at Spithead, bound for the Mediterranean, under Vice-Admiral Killegrew. That officer's squadron having subsequently joined Admiral Russel's, at Torbay, they sailed thence together, with a convoy of between four and five hundred trading vessels, on the 7th of March, 1691. Three days afterwards, Killegrew's squadron parted from Russel's, and pursuing their passage to the Straits, encountered much stormy weather in the Bay of

Biscay. Two Dutch ships of war foundered, and several of the English were much damaged. On this occasion, Captain Leake, by hoisting out his boat, succeeded in saving fifty-five men from one of the Dutch wrecks. Having afterwards been compelled to abandon the disabled ships, he arrived at Cadiz, and thence convoyed the trade to Malaga and Alicant.

Captain Leake was next commissioned to the Eagle, of 70 guns, in which he continued cruising with the fleet, and returned to Plymouth in July. The defeat of the Earl of Torrington, off Beachy Head, had just taken place; and some alarm being entertained, of the advantage which the French might probably attempt to make of their victory, a council of war was holden, at which it was determined to run the ships into Hamoaze, and to erect a battery on the shore. This service was most satisfactorily performed, under the direction of Captain Leake. He afterwards sailed in the expedition, under the Admirals Haddock, Killegrew, and Ashby, against Cork, and assisted in forcing the surrender of that city.

Captain Leake was one of the members of the court martial which tried the Earl of Torrington; and by the independence and manliness of his conduct, materially contributed towards his Lordship's acquittal. Notwithstanding both threats and promises had been used, to induce a verdict of guilty, he magnanimously undertook his cause, examined his conduct, and succeeded in convincing the court of his innocence.

In the spring of 1691, Captain Leake, in the Eagle, joined the fleet under Admiral Russel, the successor of Lord Torrington; and whilst lying at the Nore, had the honour of receiving a visit on board, from Prince George of Denmark, who had come down to see the fleet.—To the mutual credit of Captain Leake and Admiral Russel, it should be mentioned, that the latter always showed a particular regard for the former, notwithstanding the line of conduct which he had pursued at the trial of the Earl of Torrington.—During the winter of this year, after some unimportant cruises in the Channel, the Eagle was laid up at Chatham.

In the ensuing year, 1692, Captain Leake was employed in

the fleet under Admiral Russel; and, consequently, bore a part in the battle of La Hogue.

On the morning of May 19, the English and Dutch fleet, consisting of nearly one hundred sail of the line, discovered the enemy, with about fifty-three sail of fighting ships, on the French coast. By eight o'clock, our line was pretty well formed, stretching from S.S.W. to N.N.E., the Dutch in the van, Admiral Russel in the centre, and the Blue in the rear. As, however, there had been but little wind during the preceding night, the Dutch were very far a-head, and the Blue at a great distance a-stern. Taking advantage of this position of our fleet, the French Commander bore down upon the centre, brought to near the Admiral, and began the engagement. The action was thus wholly with the Admiral's division; and the intention of the French, from their superiority, was evidently to force a passage through our line. The Eagle, Captain Leake's ship, was the third a-head of the Admiral; and the second a-head was a ship of fifty guns, which was soon compelled to go out of the line. On this, Captain Leake backed astern, and closed the line; after which the battle continued from eleven till nearly four, when the enemy, failing of their object, took advantage of a fog which arose about that time, and towed away.—In this action, which was severe on both sides, the Eagle suffered very much, having been exposed to the fire of two of the enemy's large ships. Her masts and rigging were almost entirely destroyed; her hull was much shattered; seventeen of her guns, and her sheet and small bower anchors, were disabled; seventy of her men were killed; and more than twice that number wounded. Captain Leake's brother-in-law, Mr. Martin, who was his first Lieutenant, was twice wounded; and, being upon the quarter-deck, receiving his Captain's orders, a cannon ball passed between them, from which they both very narrowly escaped destruction.

Notwithstanding the shattered state of the Eagle, Captain Leake applied himself with so much diligence to the necessary repairs, that she was enabled to perform her duty with the rest of the ships, in the pursuit of the enemy.

Four days after the action, Sir George Rooke, Vice-Admiral of the Blue, shifted his flag into the Eagle, for the purpose of running into the harbour of La Hogue, where thirteen of the enemy's ships had been discovered, very near the shore. He took with him part of the fleet, some fire-ships, and boats; but the Frenchmen had run so far in, that none but the small ships could advance near enough for service. At night the boats went in, and set six large three-deckers on fire: the next morning they made a second attempt, and destroyed the seven remaining ships, of sixty and seventy guns each, with one store-ship. On this occasion, the boats of the Eagle, commanded by Lieutenant Martin, set fire to one of the large ships, and performed other important service. Twelve or fourteen sail of merchant ships, lying in a creek, were likewise burnt. All this was performed in sight of the French and Irish camp, which lay ready to invade England.

In honour of this victory, medals were struck and presented to the officers, and a gratuity of 30,000*l.* was distributed amongst the seamen and soldiers of the fleet.

The fleet returned to Portsmouth; was repaired and refitted; proceeded again to the coast of France; and, greatly to the disappointment of the nation, after much time had been lost in ineffective operations, came back to Spithead, without performing any service of the slightest importance. In the month of September, the expedition against France having been entirely laid aside, Captain Leake received Sir John Ashby's flag on board of the Eagle, and sailed upon a short cruise off Ushant. On the last day of the year, the Eagle was put out of commission, and Captain Leake was appointed to the Plymouth, a third rate, of 60 guns, then lying at Portsmouth.

In this ship Captain Leake was employed for some time in the Channel; after which he convoyed the East India and Virginia ships to a certain latitude.

In the month of July, 1693, he was appointed to the Ossory, a second rate, of 90 guns; and, in April 1794, he joined the fleet which had been destined for the Mediterranean service, under the command of Admiral Russel. The fleet sailed in the

month of June; and, for the remainder of the year, the French suffered themselves to be quietly blocked up in the harbour of Toulon. Captain Leake was employed on various services in this fleet, until the peace of Ryswick, in 1697. On the 5th of December, in that year, his ship was paid off; and it is worthy of remark, that, from his first command of the Firedrake, in 1688, to the time now mentioned, he had never been a single day out of commission.

Previously to this period, (in the month of July, 1696,) whilst Captain Leake was employed with the grand fleet in the Soundings, his father died, in the 68th year of his age, at Woolwich, where he was buried. It is supposed that the old gentleman's resentment, for the neglect of his cushee-piece, continued to the last; as he made his daughter whole and sole executrix of his will, leaving to his son only one moiety of his books and instruments, and the other moiety to his daughter's son.

Captain Leake now having nothing but his half-pay to subsist upon, his wife and friends, through the medium of his friend Admiral Russel, obtained for him his father's place of Master Gunner of England, and Storekeeper at Woolwich. This, however, as it was without his knowledge, was also against his inclination; and he therefore excused himself from its acceptance, on the ground that it would interfere with his pretensions in the Navy.

Captain Leake, disliking a life of inactivity, had not been twelve months on shore, before he felt extremely anxious for some employment. He therefore determined to apply to his friends, Admiral Russel, Sir George Rooke, and Sir Cloudesley Shovel, for their interest to obtain him a place at the Navy Board: he first, however, mentioned his intention to Admiral Churchil, brother to the Earl of Marlborough, who dissuaded him from it, promising that, if possible, he would get him a ship. Accordingly, on the 5th of May, 1699, Captain Leake was appointed to the Kent, a third rate, of 70 guns. He soon after sailed for Ireland, under the command of Rear-Admiral Hopson; and, after his return, in the month of September, that officer hoisted his flag on board of the Kent. On the 27th of

November following, Captain Leake hoisted a distinguishing pendant at Spithead, as Commander in Chief of the ships in Portsmouth harbour. He held this command until the 1st of February, 1700, when he was ordered to Chatham; and, on the 22d of the same month, the Kent was put out of commission.

Having again been twelve months out of employment, Captain Leake was appointed to the Berwick, a third rate, of 70 guns; but in this ship he had no opportunity of distinguishing himself. The Berwick was paid off in January, 1702.

In the same month, on the prospect of an immediate war with France, Admiral Churchil recommended Captain Leake to the Earl of Pembroke, Lord High Admiral; and, having made choice of the Britannia, the finest first rate in England, his Lordship did Captain Leake the honour to appoint him his first Captain. He continued in this command, the highest which he could attain as Captain, till the 27th of May; when, on account of the death of King William, the Earl of Pembroke's voyage was laid aside.

On the same day that he left the Britannia, Captain Leake accepted the command of the Association, a second rate; and, in about three weeks after, the Admiralty appointed him Commander in Chief of a squadron for Newfoundland. This command was obtained for him by Admiral Churchil. Captain Leake had also a commission, appointing him Governor of Newfoundland, and Commander in Chief of the land forces during his continuance upon that coast.

Commodore Leake having hoisted his pendant on board of the Exeter, a fourth rate, of 60 guns, sailed from Plymouth on this expedition, in the month of July; and, by his great diligence, he had the good fortune, by the end of October, to take 29 sail of French ships, and burn two; besides which, he burnt and destroyed all their fishing boats and stages, together with a fort in the island of St. Pierre. This service was considered of the greatest importance, as it completely ruined the French fishery, and broke up their extensive nursery for seamen. On his return, Commodore Leake experienced the most gracious reception from Her Majesty, from the Lord High

Admiral (Prince George of Denmark), and from the nation at large.

His arrival at Spithead was on the 10th of November; and, on the 9th of the following month, he was appointed Rear-Admiral of the Blue Squadron. To this promotion, the honour of knighthood would have been added; but that the Commodore industriously avoided.

On the 23d of December, he relieved Sir Stafford Fairbone, by hoisting his flag on board the Stirling Castle, then lying at Portsmouth. Almost immediately after he made choice of his relation, Mr. Martin, then Commander of the Lowestoffe, for his Captain.

On the 12th of January, 1703, whilst lying at Portsmouth, the Rear-Admiral received a commission, as Commander in Chief at Spithead and Portsmouth, for twenty days: on the 20th of the month, he shifted his flag into the Resolution, until the Royal William, a first rate, could be got ready for his reception; and, on the 8th of February, he received a commission, as Commander in Chief, for twenty days more, with a clause empowering him to hold courts martial. On the 12th of the month, he hoisted his flag in the Royal William; and, for the purpose of holding courts martial, he successively removed it into the St. George and the Nassau.

In the next promotion of flag officers, which took place shortly after, he was made Vice-Admiral of the Blue; and, after several removals, he fixed upon the Somerset, a third rate, to go to sea in. On the 12th of April, he was ordered, with a squadron, to cruise off La Hogue, to intercept six French men of war, that were expected from Brest; but, on the 24th, not having met with them, he returned to the English coast, leaving Captain Wager, with five sail, to cruise between Cape Barfleur and the Isle of Bass. On this cruise, however, the Somerset not having been ready, he sailed in the Grafton, a third rate.

Early in the following month, the Vice-Admiral sailed from Spithead, with Sir George Rooke's squadron, in the Northumberland; and remaining with him, he immediately after hoisted his flag in the Prince George, a second rate, in which he con-

tinued for several years. He returned from this unimportant cruise in June; and, on the 18th of July, he followed Sir Cloudesley Shovel, with five sail, from Spithead, to join the main fleet in the Mediterranean. Having been employed in miscellaneous service, on that station, till the middle of October, it was resolved that the fleet should return to England. Having encountered much bad weather, they made land on the 15th of November. It was in the night between the 26th and 27th of that month, that the memorably-destructive storm, emphatically called the *Great Storm*, arose. In that dreadful night Vice-Admiral Leake's ship, the Prince George, was the only vessel in the Downs that rode fast. The Restoration, a third rate, drove athwart the Prince George's hawse, where she lay; by which accident her best bower was soon brought home, and her small bower brought a-head, it being found impossible to cut the Restoration away. The two ships continued in this alarming situation for half an hour, expecting each moment to be the last. At length, by some unforeseen means, the Restoration drove away, and soon after perished, with every soul on board. To the credit of the Vice-Admiral, and of Captain Martin, it should be mentioned, that expecting a storm, they had, on the preceding day, taken every possible precaution. Thus, by the favour of Providence, not only the ship, but seven hundred lives were saved. On the following day, as soon as the storm would permit, the Vice-Admiral ordered the Anne, and all the boats of the ships which were left, to the wreck of the Stirling Castle, and succeeded in saving the Lieutenant, Chaplain, Cook, and seventy men, who were almost perishing with cold upon the poop, the only part of the ship which was left. Having rendered all possible assistance to such of the distressed as were near him, he dispatched some cruisers to endeavour to pick up the merchant ships, &c. that had been driven out of the Downs.

Having completed this service, he struck his flag, on the 10th of September, and repaired to London.—During the recess, between this and the ensuing campaign, Vice-Admiral Leake was appointed, with some other flag officers, to consult upon the

means for obviating the scarcity of seamen, and to render the marines more serviceable.

On the 20th of January following, he again hoisted his flag on board the Prince George, and took the command of the ships at Portsmouth, Spithead, and St. Helens. Early in February, having been appointed to convoy a fleet of transports to Lisbon, he received the honour of knighthood from Her Majesty, to whom he was introduced by the Lord High Admiral. Part of these transports, it should be observed, were from Holland; Sir George Rooke having previously brought over Charles Duke of Austria from that country, and being on the eve of escorting him to Lisbon, that Prince having been declared King of Spain, by his father the Emperor, and acknowledged as such by the allies. Sir George sailed on this expedition on the 5th of February, and was followed by Sir John Leake, in the Newark, a third rate, on the 20th. He arrived at Lisbon on the 2d of March, and shortly after had the honour of being presented to the King of Portugal. Sir George Rooke left him at Lisbon, to provide for the fleet and the safety of trade; whilst he, with the main fleet, went into the Mediterranean. After the return of Sir George to Lisbon, the fleet proceeded to Barcelona, on which an unsuccessful attack was made. On the 7th of June, they watered in Altea Bay, on their intended return to Lisbon; but, on the 14th, having passed the Straits' mouth, they were joined by Sir Cloudesley Shovel, with 23 sail, from England; and, at a council of war, holden on the 17th, it was resolved to make a sudden and vigorous attack upon Gibraltar. Accordingly, on the 21st of July, the fleet entered the bay; and on the 24th, after sustaining a severe attack, agreeably to an original plan of Sir John Leake's, the garrison capitulated.

On the 26th of July, after the reduction of Gibraltar, Sir John Leake and Sir Cloudesley Shovel, with their respective divisions, sailed for the coast of Barbary to water, but were forced back to Gibraltar two days after. On the 1st of August the whole fleet sailed for the Barbary shore; and, on the 9th, having completed their watering, they made for the Spanish

coast. About 8 A.M. the French fleet, under the Count de Toulouse, was descried; Ceuta Point then bearing W. by S. about six leagues distance. It was not, however, until 5 A.M. on the 13th, that they came up with the enemy, off Malaga. Their line was composed of fifty ships, with twenty-four gallies, besides frigates, fire-ships, &c.; the English, or confederate fleet, consisting of fifty-one ships, besides frigates, &c. Thus, the opposing fleets were nearly equal as to numbers; but some of the Dutch ships were very indifferently manned, and short of their complements. The account of the battle which ensued, we conceive, will be best given in the language of Sir John Leake's original biographer.

The van of the French, says he, was commanded by the Marquis de Vilette, Lieutenant-General, with the White and Blue Squadrons, having in his second line the Duke of Tursis, with seven French and five Spanish gallies, two frigates, and four fire-ships. The Count Thoulouse commanded the centre, with the White Squadron, having in his second line, the Marquis de Roye, with four gallies, four frigates, two fire-ships, and two flutes. The rear was commanded by the Marquis Langeron, having in his second line, eight French gallies, three frigates, and three fire-ships. The Confederate fleet was commanded in the van by Sir Cloudesley Shovel, Admiral of the White, and Sir John Leake, Vice-Admiral of the Blue; the latter, with his squadron, or division, leading the van; having in their second line, two frigates, three fire-ships, and one hospital ship. The centre of the Confederates was commanded by Sir George Rooke, Admiral, with Rear-Admiral Byng, and Rear-Admiral Dilkes; having in the second line, two frigates, four fire-ships, two bombs, one yacht, and one hospital-ship; and two ships of fifty guns each, two frigates, and two fire-ships, formed a third line in the centre, with orders to lie to windward, that in case the enemy's van should push through the Confederate line, with their gallies and fire-ships, they might give them some diversion. The rear was composed of the Dutch squadron.

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In this position the fleets lay, when the van of the Confederates, led by Sir John Leake, bore down upon the enemy, they standing

to the southward. About nine o'clock, Sir John got within gun-shot of the French Vice-Admiral of the White and Blue, that led their van in a second rate; and he endeavoured, all that possibly he could, to get close to him before he engaged; for knowing the want of shot to continue a long engagement, he was willing to make the best use of those he had, and force the enemy before they discovered our weakness; but the French Vice-Admiral, perhaps for the same reason, avoided it, making sail sometimes, and then shortening sail again, so that he could not get nearer than half gun-shot.

A little after ten o'clock, the Confederate line being about half gun-shot from the enemy's, they set all their sails at once, and seemed to intend to stretch a-head and weather our fleet; so that Sir George Rooke thought it necessary to stop them, by putting out the signal of battle; accordingly, about half an hour past ten, the engagement was begun, by some ships in the centre, as Sir John Leake did in the van, by firing a broadside upon the French Vice-Admiral, and continued to engage him sharply, within half gun-shot, for an hour and an half; but the St. Phillipe sailing better than the Prince George, he galed a-head, and engaged the Berwick, the ships a-stern of him following: by this means Vice-Admiral Leake, with his squadron, which consisted but of six sail, (three being wanting,) was engaged with thirteen of the enemy's ships for some time; till at length, about half an hour past two, the French Vice-Admiral, and his squadron, bore out of the line, very much disabled, and continued to bear away, till they got about a mile to leeward; and soon after the rest of the enemy's van did the like, and returned no more to the battle. Upon this defeat of the French van, Sir John Leake dispatched his Captain (Captain Martin) to Sir Cloudesley Shovel, proposing to push the enemy's van, till he broke their line, or obliged their centre to draw off; but Sir Cloudesley Shovel did not approve of the proposal, whereby the greatest part of our van remained spectators only, during the rest of the engagement. The Dutch, in the rear, maintained the fight with great bravery the whole day, and spent so great a quantity of gunpowder, that during the action they were obliged to have cartridges filled. The Admiral in the centre fought with great intrepidity, and maintained the fight by downright English valour, against the main force of the French fleet, and several ships were obliged to leave the line for want of shot; but after our van had beaten that of the enemy, the line being closed, that deficiency was effectually supplied, and the Admiral was

thereby enabled to continue the battle, till night put an end to it: and then the enemy went away to leeward by the help of their gallies.

During the two following days, Sir George Rooke made a show of attempting to force a renewal of the battle; but the enemy cautiously avoided it, and bore away for Toulon. —The loss sustained by the Confederates, in this action, according to Sir John Leake's biographer, amounted to 4 Captains, 4 Lieutenants, and about 900 seamen, killed; and 4 Captains, 14 Lieutenants, 13 inferior officers, and about 1900 seamen, wounded. On board Sir John Leake's ship alone, 15 were killed, and 75 wounded; of whom 24 died of their wounds. Sir John Leake and Captain Martin were both wounded by splinters. The French are said to have lost one Rear-Admiral, five Captains, six Lieutenants, five Ensigns, and about 3048 men.

Sir George Rooke now sailed for Gibraltar, to refit the disabled ships; after which he proceeded to England, leaving Sir John Leake, with a squadron, to command in the Mediterranean.

Sir John having proceeded to Lisbon, in the Nottingham, a fourth rate, (the Prince George having been sent to England for repairs,) received advice from the Prince of Hesse, in the month of October, that the Spaniards had formed a plan for the attack of Gibraltar. Accordingly, on the 25th of the month, having previously removed into the Swallow, Sir John sailed for its relief, and on the 29th entered the Bay, where he found two French men of war, of 36 guns each, a frigate of 16 guns, a fire ship of 24 guns, a store-ketch laden with powder and shells, two English prizes, a tartan, and several smaller vessels; all of which, to avoid their being taken, the French ran ashore and burnt. A frigate of 30 guns got out of the Bay; but, being chased by the Swallow, was taken and brought in. Sir John Leake arrived very opportunely, as the Spaniards had actually intended to storm the fort that night; and perhaps a few hours might have put the place in the possession of the enemy. The

garrison, thus relieved, were animated with fresh vigour; notwithstanding which, the enemy continued the siege. Sir John Leake remained in Gibraltar Bay, assisting materially in the defence of the place, until he received advice that a strong squadron had collected at Cadiz. He then put to sea, and cruised for the protection of such succours as might be expected from Lisbon. Early in December, the Antelope and Newcastle arrived with a fleet of transports, on board of which was a reinforcement of 2000 troops for the garrison. In consequence of this arrival, it was no longer necessary for the fleet to remain either in the Bay, or on the Coast; and as, by long service, it was in a very bad condition, Sir John immediately bore away for Lisbon, where he arrived in the beginning of January, 1705.

On the 25th of February, Sir John received a commission from England, appointing him Vice-Admiral of the White Squadron. Great fears were again entertained for the fate of Gibraltar: it was not only closely besieged, by a large French and Spanish army, but the Bay was blocked up by a strong French squadron, under the Baron de Pontis. Having received an express from the Prince of Hesse, apprising him of his situation, and requesting his immediate assistance; and having been reinforced by Sir Thomas Dilkes, with five men of war, and a body of troops, from England, he hoisted his flag on board the Hampton Court, of 70 guns, and sailed from Lisbon, with a force of 35 sail of the line, (23 of which were English, the rest Dutch and Portuguese,) on the 6th of March. On the morning of the 10th, being close in with Cabaretta Point, 5 sail of the line were observed standing out of the Bay. Sir John immediately gave chase, and before one in the afternoon, three of them were taken, and the remaining two destroyed. The rest of the French squadron, having been blown from their anchors, had previously taken shelter in Malaga Roads: hearing the report of the guns, they slipped their cables, and made the best of their way to Toulon. Not aware of this, Sir John looked into Malaga in quest of them; so that he did not arrive at Gibraltar till the 31st of March; having been joined in his

passage, two days before, by the Kent, Orford, and Eagle, from England.

No sooner had the enemy on shore been certified, as to the advantage obtained by Sir John Leake, than they gave up all for lost: by degrees they removed their heavy artillery, &c., and on the 5th of April, after a siege of six months, the troops marched off.

Scarcely had Sir John anchored in the Bay, before he received a congratulatory letter, accompanied by the present of a golden cup, from His Highness the Prince of Hesse, as a token of his gratitude and esteem.

Leaving all in safety at Gibraltar, Sir John Leake returned to Lisbon, where he was some time employed in dispatching of convoys, and in getting his squadron in a state of readiness for the summer's expedition, against the arrival of the grand fleet. Intelligence was received, that the French were fitting out two large fleets, at Toulon and Brest; but as it was found that Sir John's squadron was not in a state to oppose them, it was resolved to await the arrival of the grand fleet, which was known to have sailed from England, under Lord Peterborough and Sir Cloudesley Shovel. This fleet, consisting of 29 sail of the line, besides frigates, fire-ships, bombs, &c., arrived on the 9th of June. Having joined Sir John Leake's squadron, and the Dutch Admiral Allemandes, it was resolved to put to sea with 48 sail of the line, to prevent the junction of the Toulon and Brest squadrons. On the 22d the fleet sailed to cruise off Cape Spartel, and on the 25th it was joined by the Ranelagh, with the Earl of Peterborough and the King of Spain on board, and most of the ships from Gibraltar. On the 30th, the fleet anchored in Altea Bay; whence, having watered, it was determined to proceed to the attack of Barcelona. The fleet arrived before that place on the 11th of August; and the troops were immediately debarked, under the command of the Prince of Hesse, and the Earl of Peterborough. The ships of war were ordered in shore, to co-operate with the army, and to bombard and cannonade the town, which held out till the 23d of September, when the Governor desired to capitulate. In the early part

of the attack, the gallant Prince of Hesse was killed at the head of a detachment which he was leading to take possession of an important post.

This satisfactory service having been performed, and the season being far advanced, it was resolved that Sir Cloudesley Shovel should proceed to England, with the greater part of the fleet, and that the remainder should be left in the Mediterrânean, under the command of Sir John Leake.

Sir John left Barcelona on the 14th of October, for Lisbon; but, from various delays, he did not arrive there until the 16th of January, 1706, having refreshed at Gibraltar on his passage. A great sickness had prevailed in the squadron, which had also suffered much from a scarcity of water and provisions: in Sir John's own ship, the Prince George, (which had arrived from England with the grand fleet,) no fewer than fifty had been thrown overboard in the passage; and from the time of her leaving Portsmouth, to that of her arrival at Lisbon, she had lost above 300.

At Lisbon, Sir John received a packet from England, with orders to endeavour to stop the galleons in the port of Cadiz, which were fitting there for the West Indies. He sailed upon this expedition on the 25th of February; but, owing to the unaccountable and sinister conduct of the Portuguese, who had laid an embargo upon all ships, upon pretence of preventing intelligence of the motions of the English fleet from reaching the enemy, he was not permitted to pass the bar until the 27th. On his arrival off Cadiz, on the succeeding day, he learned, to his extreme mortification, that the galleons had sailed, with a strong gale from the east. He instantly gave chase; but finding that there was no prospect of success, he gave up the pursuit, proceeded with the fleet into the Mediterranean, and arrived in Gibraltar Bay at the latter end of March. There he received a letter from His Catholic Majesty, King Charles, informing him of the extreme distress which he was reduced to, being closely besieged in Barcelona, and pressing him to come, with the utmost expedition, to his relief. Contrary winds prevented Sir John from entering on this service till the 13th of April, when,

having been joined by a reinforcement under Sir George Byng, and a convoy with transports from Ireland, he made the best of his way towards Barcelona. He arrived in Altea Bay on the 18th. On the 26th the Earl of Peterborough came on board the Prince George, and hoisted the Union flag as Admiral and Commander of the fleet. They arrived off Barcelona on the 8th of May, just in time to save the town; the Count de Thoulouse, with the French squadron, having, upon information of our fleet's approach, retired with precipitation the night before. The army, under M. Tessé, which had lain before the place from the 22d of April, and made no doubt of carrying it before Sir John's arrival, raised the siege four days after, abandoning all the cannon, camp equipage, and military stores. The Earl of Peterborough, it should be observed, had no actual command in the fleet; consequently, the success of the enterprise was wholly attributable to the abilities and good conduct of Sir John Leake.

On the 18th of May, Sir John sailed from Barcelona, with the fleet and transports, for Valentia; but, on his arrival off Altea, he was informed that the people of Carthagena were in favour of King Charles: he accordingly steered for that place, and received the submission of the inhabitants, without landing his men, or sending more than four ships into the harbour.

On the 26th of June, Sir John Leake arrived before Alicant, and summoned the Governor and General to surrender, but without effect. Not finding himself sufficiently strong to attack the town, until the arrival of the land forces under Lord Peterborough, he resolved to await that event. In the mean time, a party of militia blocked up the city by land. On the 9th of July, the land forces arrived within four leagues of Alicant; and, it having been determined that 3000 troops should be disembarked from the fleet, the siege was opened on the evening of the 21st. This delay, from the 9th to the 21st, was occasioned by the disaffection of the Earl of Peterborough towards the King of Spain, and by the obstacles which he consequently threw in the way of the proceedings. A commission had also

arrived, appointing the Earl *Joint-Admiral* with Sir John. The town, however, was invested, bombarded, cannonaded, stormed, and taken, by the bravery of our seamen, who mounted a breach which was thought impracticable; and all this with scarcely any assistance from the soldiers. This was considered to be the most regular attack that had ever been made upon a fortified town by sea. The city of Alicant was taken on the 28th of July. General Mahony retired into the Castle, with the determination of defending it to the last extremity; but, after a terrible bombardment, the dismounting of his cannon, and a want of water, he was obliged to capitulate on the 24th of August.

In the month of September, Sir John Leake compelled the Islands of Majorca, Ivica, and Palma, to acknowledge the Spanish Monarch as their Sovereign. Amongst the many handsome testimonies of his conduct which Sir John received, was a letter from King Charles the IIId, in which His Majesty professed himself extremely grateful for the essential services which he had rendered him and expressed the highest satisfaction as to his merit on all occasions.

On the 23d of September, Sir John Leake sailed for England; on the 4th of October, after having passed the Straits, he detached Sir George Byng, with the winter squadron, for Lisbon; and, on the 17th of the same month, he arrived at Portsmouth, after an absence of two years and eight months.—His arrival was greeted with acclamation by all ranks of people; and he was caressed, in the most public manner, by Her Majesty and the Lord High Admiral. As a royal gratuity, for his many signal services, the Queen was pleased to present him with the sum of a thousand pounds: the Lord High Admiral also, with his own hands, honoured him with a diamond ring, valued at 400*l.*, and a gold hilted sword.

In the year 1707, Sir John Leake was wholly employed in the Channel. In the month of October he presided at the court martial, which was holden on board the Albemarle, for the trial of Sir Thomas Hardy; in November, he shifted his

flag from that ship into the Nassau; in the beginning of December, he removed it back into the Albemarle; and, on the 12th of that month, he struck it and came to London, in order to prepare himself for the ensuing campaign in the Mediterranean.

On the 8th of January, 1708, in consequence of the unfortunate death of Sir Cloudesley Shovel, Sir John Leake was appointed Admiral of the White, and Commander in Chief of Her Majesty's fleet. On the 18th of the month, he hoisted his flag on board the Albemarle, at Spithead. On the 6th of February, he sailed with the fleet and Merchant ships under his convoy for Lisbon; but was obliged by contrary winds, &c. to put into and remain at Torbay till the 21st, and then was driven back to St. Helen's: there he received orders for putting Portsmouth into a posture of defence, against an invasion that was threatened by the French; after the execution of which, he again prepared to sail for Lisbon; but, in consequence of bad weather, he could not make any way till the 7th of March. On the 27th of that month, he arrived in the Tagus, and experienced a very gracious reception from the King of Portugal.

In consequence of the Duke of Anjou's success at Almanza, Barcelona was again in imminent danger, and was threatened with the horrors of famine. Having received a letter from His Catholic Majesty, apprising him of this circumstance, Sir John Leake, after refitting his ships, sailed from Lisbon on the 27th of April. On his way towards Barcelona, he had the good fortune to fall in with 90 settees and tartans, laden with provisions, under the convoy of three French men of war, bound for Pensacola. Of these he took 75; the remainder, excepting 8, were taken by the Spaniards, the men of war escaping by their oars in the night. On his arrival at Barcelona, the corn, which had been so fortunately captured, was deposited in the magazines of the town, at the request of the King. The day after his arrival, Sir John went on shore to wait on His Majesty, who, apprised of his intention, had appointed proper officers and carriages to receive him and his suit. Sir John was thus con-

ducted to the Palace, attended by crowds of people, expressing their sentiments of gratitude by repeated cries of *Viva el Regna Anna!* On reaching the court, he was received by a battalion of the Foot Guards, drawn out upon the occasion, and was introduced to His Majesty's presence, by the Prince de Lichstenstein, and several other noblemen of the first rank.

Sir John, having concerted measures with King Charles for the further operations of his fleet, departed for Vado in Italy. His Catholic Majesty had recently espoused the Princess of Wolfenbuttle, and to fetch her in safety from Italy was a material object of this expedition. In Italy, as requested by the King, Sir John embarked a number of troops, which, with His Majesty's Royal Consort, he conveyed in ten days from Vado to Matero. On his arrival at Barcelona, on the 17th of July, Sir John received the thanks of His Majesty; and, in the Queen's name, was presented, by one of the Grandees of the Court, with a diamond ring valued at 300*l*. Two other rings, of less value, were presented to Sir Thomas Hardy * and Captain Martin, the Admiral's two Captains, and a handsome present in money was given to the ship's company.

Sir John's next expedition was against the Island of Sardinia, at the earnest request of King Charles. On his arrival there, on the 1st of August, being abreast of Cagliari, the chief city, he sent a summons to the Viceroy and Magistrates, to surrender within four hours; which not being answered to his satisfaction, the bombs were ordered to play upon the city all night. Preparations were at the same time made for a general attack in the morning; but as soon as the citizens saw the forces land on the east of the town, being already terrified by the bombardment, they submitted to Sir John, in the name of His Catholic Majesty, and admitted his troops to take immediate possession.

Having watered at Pula, a short distance from the Bay of

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* Sir Thomas Hardy, at the express solicitation of Admiral Churchil, had been accepted by Sir John Leake, as his first Captain, previously to his leaving England.

Cagliari, Sir John prepared to sail with the fleet for Italy, to transport the German forces thence for Barcelona; proposing in his way thither to demand satisfaction of the Pope, for certain affronts which had been put upon the Crown and dignity of his Royal Mistress; respecting which he had received repeated orders, but had hitherto been prevented, by more important services, from carrying into execution. The Dutch excused themselves from accompanying him on this occasion; alledging, that as the affront had been peculiar to the British Nation, they could not participate in the expedition. Sir John, however, resolved to proceed to Cevitta Vecchia, with the British Squadron, and drew up a letter, which he intended to send to His Holiness, as soon as he should arrive there.

In the mean time, a felucca arrived in the fleet, express from Barcelona, with letters from the King of Spain, and General Stanhope, the military commander in that quarter, which set aside the whole Italian expedition. These letters were to desire his assistance in the conquest of Minorca and Port Mahon. Accordingly, Sir John arrived off the latter place on the 25th of August, before the land forces, which had been destined for that service, under General Stanhope. The Islanders, however, no sooner saw the troops of King Charles land, than they voluntarily submitted, as did also the magistrates of the city of Mahon, on the 6th of September; and such measures were taken by Sir John, for reducing the Castle of St. Philip, as made the conquest certain. On the 8th of the month, therefore, leaving seven sail under Sir Edward Whitaker, Sir John sailed for Majorca, for the purpose of watering there on his return to England. On the 18th of the month, the day after Sir John left Majorca, he received advices from Sir Edward Whitaker, apprising him that the Castle of Fornella had been reduced; and, before he left the Mediterranean, the Castle of St. Philip, and the whole Island, had surrendered.

On the taking of Sardinia and Minorca, a medal was struck at the Tower of London, having on one side Her Majesty's bust, and on the reverse, Victory, standing on a sea-couch, holding a

palm branch in her right hand, and the Union standard in her left; the two islands appearing at a distance, with the following inscription:—

"SARDINIA ET BALEARIS MINOR CAPTÆ."

Exergue,

"MDCCVIII."

On the 18th of October, not having met with any extraordinary occurrence on their passage, the fleet arrived off Portland; on which the Dutch parted company to return to Holland, their Admiral saluting Sir John with 21 guns at parting, which he answered with 19. On the following day, Sir John reached Spithead with a squadron of six sail, and was saluted by the garrison of Portsmouth with 31 guns. Two days after, he struck his flag and proceeded to wait upon Her Majesty in London, where he had the happiness of meeting with such a reception, as his long, eminent, and successful services justly merited.

Sir John, though absent from home, had not been forgotten by the Government. In the month of April, almost immediately after he had sailed for Lisbon, Prince George of Denmark did him the honour to appoint him one of his council, as Lord High Admiral; a promotion which was not only natural, but even necessary at that time, to give a sanction to the proceedings of the Admiralty; the business of that department having been for some time very loosely conducted. Admiral Churchil was one of the council, and was very anxious to have Sir John amongst them; not only as his friend, but on account of the high opinion which he entertained of his judgment and integrity. This appointment of Sir John, however, proved little more than nominal; as, on the 28th of October, six days after his return from the Mediterranean, the nation had to lament the death of the Prince, Her Majesty's Royal Consort.

Another honour had been conferred upon Sir John Leake during his absence. In the spring of the year, Her Majesty having dissolved the Parliament, Sir John was returned as a representative for the city of Rochester, and also for the

borough of Harwich, in the new one. The Admiral gave his preference to the city.

On the death of Prince George, Her Majesty took the affairs of the Admiralty into her own hands, until she should find a fit person to succeed His Highness in that station. On the 25th of November, she appointed the Earl of Pembroke, a nobleman who had before filled that office with some reputation, to be Lord High Admiral of Great Britain and Ireland; and, on the 21st of December, Sir John Leake was a second time appointed Admiral and Commander in Chief of Her Majesty's fleet. At the latter end of that month, or very early in January, 1709, Sir John hoisted his flag on board the Royal Sovereign, the finest man of war in England, intending to go to sea in her; and with that view, his brother-in-law, Captain Martin, was discharged from the Albemarle, and appointed Captain of that ship, from which all the crew were likewise turned over. On the 21st of February, he received orders to go to Chatham, to hasten the equipment of a squadron, which was intended to be sent to the Baltic under his command; but, before it was ready to proceed thither, an inferior flag was thought sufficient, and Sir John Norris was appointed to the command. On this Sir John removed his flag into the Russel, a third rate, of 80 guns, intended for Channel service, and Captain Martin and his ship's company were turned over into her.

During these proceedings, which occupied the first three or four months of the year, Sir John Leake attended, as closely as his professional exertions would permit him, to his duty in Parliament.

On the 24th of May, he was constituted, by patent, Rear-Admiral of Great Britain; an appointment highly honourable in itself, and rendered still more so by the very honourable manner in which it was now conferred. Her Majesty had purposely kept it vacant, ever since the death of Sir Cloudesley Shovel, the first who had ever enjoyed the post; and now bestowed it on Sir John, without the slightest interposition on the part of her Ministers, or application from his friends. In the presentation, Her Majesty, according to Campbell, paid Sir

John the following high compliment:—"*That she was put in mind of it by the voice of the people.*"

After Sir John Leake's intended expedition to the Baltic had been laid aside, he was appointed to command a cruising squadron off the coast of Flanders, chiefly with the view of intercepting some provision ships of the enemy. He was ordered to sea with only five ships, a circumstance which seems to have excited much chagrin amongst his friends. He hoisted his flag on board the Newark; his own ship, the Russel, not arriving in time at the place of rendezvous. He was at length relieved from this unpleasant service, by the arrival of Lord Dursley; after which he continued to cruise in the Channel, watching the motions of the French, until the latter end of the year.

On his arrival in London, Sir John could not help complaining of the improper service in which he had been employed; a circumstance which is thought to have hastened the removal of the Earl of Pembroke from the post of Lord High Admiral. This event took place on the 8th of November, when that office was put into commission, Sir John Leake being appointed the second Commissioner; in consequence of which, on the 12th of the same month, he was superseded in his post of Admiral and Commander in Chief, by Mathew Aylmer, Esq.

It was during the following session of parliament, which met three days after, that the impeachment and trial of Dr. Sacheverel took place; on which occasion Sir John Leake was one of those who voted him guilty.

On the resignation of Lord Orford, as first Commissioner, in the month of April following, (1710,) Her Majesty's choice fell upon Sir John Leake, as his successor. Sir John, however, refused the intended honour. He was willing to remain as Chairman, but persisted in refusing the post of first Commissioner, on the ground that that officer was answerable for every thing done at the Board; while, by acting only as a senior Commissioner, or Chairman, he was not more accountable than the others.

In the autumn of this year, another dissolution of parliament took place; and, in the new one which was formed, Sir John was a second time returned for the city of Rochester.

Owing to certain political bickerings, respecting the civil regulations of the Navy, Sir John became dissatisfied with his employment at the Admiralty Board; and, on the 26th of January, 1711, according to his own desire, he was appointed Admiral and Commander in Chief of Her Majesty's fleet, for the third time. In the month of May following, having hoisted his flag on board the Warspight, he took the command of a squadron for the home service; but, after an ineffectual cruise, the French keeping close in port, he left that command in the beginning of July, came to London, and did not go to sea again that year.

After his return, Sir John applied to Government, desiring that a first Commissioner might be appointed at the Admiralty Board, or that he might resign his place there, and be put upon half-pay, as Admiral of the Fleet. Her Majesty, however, rather wished that he should assume the office of first Commissioner; and, in pursuance of this wish, the Duke of Buckingham, Lord President of the Council, proposed to him, that he should be created a Peer for that purpose, as his eminent services well deserved. To this he replied, that he had not a fortune suitable to that dignity; that, if he had a fortune sufficient, he was unhappy in a son, from whom he had no expectation of issue; and that, for himself, he had no ambition of any further honour than Her Majesty had already conferred upon him: as to the post of first Commissioner of the Admiralty, he absolutely refused it, and desired to remain only in his station as Admiral. At this time, Sir John was certainly very much in favour with the Queen; might have satisfied his utmost wishes; and was much blamed by his friends, for not embracing so favourable an opportunity, to place himself above the frowns of fortune. Her Majesty, however, ordered him to be sent for, expressed an entire satisfaction with his conduct, and desired that he would continue to do his duty at the Admiralty Board,

as formerly, till she should appoint a first Commissioner, which she promised to do very soon.

Private negociations for peace, between Great Britain and France, had been going on for some time; and in one of the preliminary articles, which were published in the month of October, 1711, it was stipulated, as a foundation for a suspension of arms, that the town of Dunkirk should be immediately put into our possession. A fleet was accordingly appointed to assemble in the Downs, in order to be ready to proceed with the troops upon that service; and, for the fourth time, by commission, dated April 3, 1712, Sir John was appointed Admiral and Commander in Chief. It was not, however, until the 25th of June, that an official copy of the articles arrived. Sir John now received orders to proceed to the Downs, to take upon him the command of the fleet there. In his way, he was received with great marks of esteem and respect, by the corporation of the city of Rochester, who expressed the utmost satisfaction at the service he was going upon; although they could scarcely be persuaded that the engagement would be performed on the part of France.

On the 28th of the month, he hoisted his flag on board the Bedford, a third rate, of 80 guns; and, the requisite dispositions having been made on the part of the French, Sir John, with a body of troops under the command of General Hill, took possession of Dunkirk on the 8th of July. Having performed this service, he returned to the Downs, struck his flag, and repaired to London on the 31st of the same month; having, by order, committed the care of the fleet to Sir Edward Whittaker.

Thus Sir John, who successfully commenced the war by his expedition to Newfoundland, had the satisfaction of closing it with the last remarkable event—the taking of Dunkirk.

Shortly after Sir John's arrival in town, Her Majesty was pleased to declare the Earl of Strafford, her Plenipotentiary at Utrecht, first Lord Commissioner of the Admiralty; but, as his Lordship continued abroad, the commission remained in effect

as before, and the weight of the business of that Board continued to rest upon Sir John.

On the 17th of March, 1713, Sir John was again appointed Admiral and Commander in Chief of Her Majesty's fleet; and continued in the receipt of full pay, as such, until the 25th of August following. Whether he at all hoisted his flag under this commission, is not known; but it is certain, that after the ratification of peace he never went to sea.

In the autumn of 1713, a dissolution of parliament having taken place, Sir John was a third time elected to represent the city of Rochester; and, at the request of the corporation, he presented them with his picture, which was hung up in the town-hall, amongst those of other eminent Admirals, who had served as members of parliament for that city.

A reverse of fortune now awaited Sir John Leake. He was about to be stripped of all his well-earned honours. On the 1st of August, 1714, his Royal Mistress, Queen Anne, was for ever removed, by death, from that throne, which she had occupied for upwards of twelve years. On the 20th of October following, His Majesty, George I, was solemnly crowned at Westminster; and, "to traduce the late Queen Anne and her whole race," says Sir John Leake's biographer, "was made the test of allegiance to King George, notwithstanding the particular acts of Her Majesty to secure the succession of the House of Hanover, which she approved by the very last act of her life. Sir John," continues he, "had too much honour and gratitude to traduce the memory of the good Queen Anne, for any consideration, and his spirit was above mean compliances; as he was conscious of no ill, so he feared none: and in this doubtful state, he behaved with his usual moderation; patiently waiting to be made either a figure or a cipher. From this reserved behaviour, his enemies drew arguments of disaffection, and that he did not desire to serve His Majesty; but, on the contrary, he was very desirous of it, but scorned to do it on dishonourable terms."

Sir John Leake's post of Rear-Admiral of Great Britain, having been holden by royal patent, ceased on the death of

Queen Anne; his name had been left out in the formation of a new Board of Admiralty, which took place on the 11th of October; and, on the 5th of November following, he was superseded as Admiral of the fleet by Mathew Aylmer, Esq. Thus, at once, he was divested of all his employments.

It was known, by the Administration, that Sir John had much endeared himself to the citizens of Rochester, by maintaining a Free School, at fifty pounds per annum, and by various other circumstances; and that, consequently, they would wish to return him for the new parliament, the writs for which were issued on the 17th of January, 1715. To prevent this, they gained over to their interest a Mr. Best, an eminent and wealthy brewer of Rochester, who had married the sister of Sir John. This person accordingly insinuated to the electors, that Sir John having been laid aside, and being a person obnoxious to the ministry, it would not be in his power to render them any farther service; that he believed it was not his intention to stand the election; but that, if he did, he was not likely to be chosen. To Sir John he represented, that much of his interest was gone; that, if he should be chosen, it must be in direct opposition to the Court, which would be attended with great expense; and that, as any opposition would render him still more obnoxious to the ministry, he advised him, *as a friend*, to decline the contest. Sir John saw through the artifice, but desisted from offering himself as a candidate.

It yet remained to be determined, by Government, what provision was to be made for Sir John, in consideration of his services, since the national provision of half-pay, as Admiral, had been given to Mr. Aylmer. On the meeting of parliament, he was informed, that he might obtain a pension, if he chose to apply for it. He accordingly made the requisite application, chiefly to avoid the suspicion of being disaffected; but, on finding that His Majesty granted him a pension of 600*l.* a year only, he was equally surprised and disappointed. The want of generosity, and even of justice, in this point, evidently rested with the then Lords Commissioners; as, had a proper represen-

tation been made to His Majesty, there is no doubt but a proper pension would have been granted. Sir John felt himself painfully situated; but, from the persuasion of his friends, he returned an answer, that he would accept of the proffered pension. This, it is said, "like other pensions of King George's reign, was full taxed and ill paid; so that it did not amount to an actual pension of *500l.* a year."

Sir John Leake, naturally disgusted with the return which he had experienced, for his long, numerous, and important services, now passed into retirement. "After he had declined his election at Rochester," says his biographer, "he wholly devoted himself to privacy; he hardly ever went to London, never to Court: it was a place he had always avoided as much as possible, and now altogether, as he had no business there."

Sir John Leake, it appears, had for some time had a country house at Beddington, in Surrey; and now, with the view of being nearer to his friends in London, he built a little box at Greenwich, where he occasionally resided. He passed his time chiefly with his family, and with that of his brother-in-law, Captain Martin.

"All this while," says the work before us, "Sir John had a son, Captain Richard Leake, his only child, but unhappily of such a natural bad disposition, that he seems to have been born to afflict him. His grandfather cast his nativity at his birth, and pronounced, he would be very vicious, very fortunate, and very unhappy: that he would get a great deal of money, but squander it all away, and die young. Without concerning myself as to the truth or falsehood of astrological prognosticks in general, I shall only observe, that this prediction was fulfilled; for being made a Captain in the Navy very young, in a few years he got more by prizes, than his father did in his whole life. It was an unhappy circumstance, that whilst Sir John was gaining never-fading laurels, his son was countermining his reputation by inglorious actions; and, to finish the man, married disgracefully; so that his father, now retired from the world to pass the remainder of his life in ease and tranquillity, was discomposed

by his son's repeated follies; who, by this time, having spent all, depended upon him for support. The consideration of these extravagancies, and that his son, if he lived, might squander away all *his* fortune, as he had done his own, and even come to want, was the reason, that making his will in February, 1717-18, he devised his estate to trustees, for the use of his son, during life, and, after his death, without issue, to Captain Martin and his heirs."

In the present age, the above idle story, about astrological prognosticks, can of course only excite a smile. Sir John's unfortunate son died in March, 1720, at the age of 38; and Sir John, who is said to have discovered a more than ordinary affliction at that event, also died, on the 21st of August following, in the 65th year of his age. On the 30th of the same month, his remains were interred in Stepney Church, in a family vault, under a monument, which he had erected some years before upon the death of his wife.

Sir John's person and character are thus delineated:—" Sir John Leake was of a middle stature, well set and strong, a little inclining to corpulency, but not so far as to incommode him in the least. His complexion was florid, his countenance open, his eye sharp and piercing, and his address both graceful and manly, denoting both the military man and the gentleman. As he had a good person, he had also a good constitution, hardly ever knowing what it was to be sick; and though he took his bottle freely, as was the custom in his time in the fleet, yet he was never disguised, or impaired his health by it. His disposition was naturally cheerful and good humoured, free and open, unless before strangers, he at first appeared a little reserved, but it soon disappeared. He was endowed with very good natural parts; and though he had not what the world calls learning, yet few men expressed themselves more properly, either by writing or speaking. His passions, though strong, were governed by the dictates of right reason, and never betrayed him into any indecencies. He was hot, but not passionate, and maintained an even temper, unless excited by some very extraordinary

cause; when, nevertheless, he was soon pacified and ready to forgive, no man being more humane. In his dress he was neat and plain, never very fine, being as free from ostentation and vanity in all things, as from pride, which knew him not. In short, as to his person and natural qualities, he was what physicians define a perfect man; namely, he had a sound mind in a sound body."

As an officer, Sir John Leake appears to have been every thing that could be wished or expected. His loyalty was unimpeachable. He served King James, as far as was consistent with the constitutional principles of an Englishman. To the interests of King William and Queen Mary he was faithfully attached; and, to the last moment of his life, he retained a dutiful and grateful regard to the memory of his Royal Mistress, Queen Anne. Upon the whole, we cannot conclude this memoir with more propriety, than in the words of his original biographer.

"No man," says he, "was a better husband, a better father, or a more sincere friend: in conversation open and affable, and never happier than in his family, and amongst his particular acquaintance. His good nature and generosity showed itself to all about him, or that had any concerns with him; for he took pleasure in serving others. Few men were freer from all manner of vice; even that of swearing, so generally practised amongst Sea Commanders of his time, he was seldom guilty of: and, to crown all, he was not only morally, but christianly virtuous: he had a just sense of religion, and was a worthy member of the Church of England, without bigotry or superstition. He caused divine worship to be duly observed, and countenanced it by his own example. He frequently communicated, and I have reason to believe he used private prayers, having found such amongst his papers, in his own hand writing, adapted to the different circumstances of his life. And his religion was not faith without works, for besides his general beneficence to all mankind, he did many particular acts of charity very privately. To sum up all, he was a virtuous, humane,

generous, and gallant man, and one of the greatest Admirals of his time, as his actions demonstrate. And one thing can be said of him, which can be said of no other Admiral; namely, that he never betrayed one mistake, or had his conduct censured; and his death did not dishonour his life. Thus, faithful to the end, he has left an example to those that come after, both as a virtuous man and a great Admiral."

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

CAPTURE OF THE WARREN HASTINGS.

[FROM THE ST. HELENA GAZETTE, SEPT. 18.]

To the Worshipful ROBERT PATTON, *Governor, &c. &c.*

WORSHIPFUL SIR,

IT is with much real concern that I have to inform you with the capture of the Honourable Company's ship Warren Hastings, late under my command, on the 21st of June last, in lat. 26° 13′ S., long. about 56° 45′ E. of Greenwich, by the French frigate la Pie Montaise, mounting 46 guns, and manned with 385 men, after a very warm and extremely close action of four hours and thirty minutes, in which I had seven men killed and 18 wounded; the particulars of which are as follow:—

At half-past seven A.M. on the 21st June, 1806, we descried a strange sail to the S.W., standing to the S.E., apparently a long, but low vessel, under treble reefed topsails and courses. I continued my course, making as much sail as the wind would permit of my carrying, steering at that time W. by S. with a very strong breeze from N.E. by E. and a large sea on. About nine A.M. having gained our quarter, she tacked and stood towards us, letting out the reefs of her topsails. I lost no time in clearing the ship for action, and placing every thing in a proper state for defence. About half-past nine A.M. she set her top-gallant-sails, main and fore-top-mast steering sails, though apparently gaining on us before, and at ten A.M. showed a blue ensign and pendant. I did not like her manner of manœuvring, being sensible that an

English man of war would not have acted as she did: however, I hoisted my colours and made the private signal. At eleven A.M. finding she was gaining upon us fast, I took in all the steering sails, stay-sails, and hauled the main-sail up, that I might have nothing to draw the attention of my crew from their quarters, save the principal sails for manœuvring, and hauled up a point to the wind. Having made every internal disposition for defending the ship, rove preventer braces, and stopped the top-sail sheets, at half-past eleven I hauled down the private signal, it not having been answered, and placed every soul at their respective stations, to await the coming up of the enemy (for now it could no longer remain a matter of doubt), which she was doing very fast. At noon she was within about a mile and a half of us, when she took in her top-mast steering sails, stay-sails, and main-sail, and having neared us to a mile, hauled down the blue ensign, and hoisted French colours: this was what we expected, and were prepared and ready to meet and return her fire. About twenty minutes past noon, she opened her fire upon our larboard quarter with a very heavy round, mostly exceeding large grape, which we returned, as soon as our guns could bear, pretty warmly, and after about a quarter of an hour's engagement, she filled and went a-head, seemingly astonished at her reception. In this we received some damage in our rigging, which we turned to and repaired as well as we could. After she had reached about a mile and a half a-head, she tacked and came down on us again, while we were at the guns to receive her as before. This onset was extremely warm and brisk, and attended with loss on our side of killed and wounded; and so near were the two ships, that I was very apprehensive of our locking yard-arms; again she steered off, and made sail astern. Our damage was great: the foremast was shot clear through about one third from its head; every larboard, and four of the starboard fore shrouds cut: fore-top-sail tye gone, and mizen-top-sail haulyards, main and main-top-sail braces, main spring stay, and topmast, shot away: our ensign was likewise cut away, but very soon displayed again at the main-top-gallant-mast head.

Scarcely had we time to slopper the shrouds, and reeve preventer braces, before our attention was again called to receive her third attack, she having put about in our wake, and was nearly up. This attack was as warm and as near almost as any, and continued rather longer than the former; but as before she shot a-head, indicating most evidently that she could not lay alongside

us, though to all appearance a heavy vessel. We now endeavoured to repair our damage as well as time would permit: I furled the top-gallant-sails, and hauled the foresail up, for the foremast had received another shot in its aft side, about one third up, which now rendered the state of that mast extremely dangerous, and which obliged me likewise to keep the fore-top-sail on the cap, dreading to make sail upon the mast, from the freshness of the breeze, and the height of the sea. Hardly had we got the yard tackles down as preventer braces, before we were again called upon, by her near approach, (she having manœuvred a-head as before,) to repel her fourth attack.

We gave her the first gun this time, and the action became on both sides extremely warm, and seemingly with increased fury; but, as she had done before, she made sail astern, having endeavoured to lay alongside four times without being able to accomplish her end. I had now only the main-top-sail standing untouched, and defying their worst, but otherwise a most complete wreck aloft. The main-mast shot through the main-piece very badly; mizen-top-sail split in two; nearly all the fore-rigging again cut; but, thank God! below we were as firm and as zealous in the cause as at the firing of the first gun, having nothing to lament, save the very great superiority of the enemy's ship's sailing, which enabled her to take her position to advantage, and attack us at what point she pleased; for as yet we had not the smallest idea of giving her any other superiority.

We had now to receive the enemy the fifth time, with the main and foremast dangerously wounded, every larboard, and four of the starboard fore shrouds cut, with some of the main ones; not a single brace rove, the yards being kept forward with the force of the wind, with scarcely a running rope whole, and with two of my upper deck guns disabled. Still so completely wrecked aloft, I looked to the energy remaining below as the palladium of our safety. 'Tis true we had been weakened by five men killed, and about as many wounded; yet so noble, so enthusiastic a spirit pervaded the crew, that I thought little of the loss or damage sustained. In this state, and under these circumstances, we received her fifth attack, and on both sides it was more furious than before, and the firing kept up almost incessant.—Seeing, as I suppose they must have done, that I could do nothing but keep the wind with the sail I had set, (only the main-top-sail,) they backed on my larboard quarter, and kept there, without my being able to prevent her taking so advantageous a position.

Here she made great havock and destruction; the mizen-mast, before unhurt, was shot through about ten feet from the deck in three places, within six inches of each other, and I perceived, that the fate of that mast was very soon to fall, as it suffered greatly; the driver-boom was knocked into splinters; all the coops on the poop were shattered, only one man remaining at the poop carronade; the after quarter-deck gun, and foremast one, cleared to one man also. However, with our every disadvantage, damage, and loss of men, (for every one man from so comparatively small a number is missed on these occasions, and we had by this seven men killed, and about ten wounded,) I had not the most distant idea of giving up so valuable a ship, while the smallest possible chance remained of defending her. But another disaster awaited us, which decided the fate of the day—the mizen-mast fell forward and blocked up every effective gun on the upper deck. The gun-room was on fire from a shot that had entered by the counter, but which was at length put out by the exertions of my officers and men: my Surgeon had lost every instrument by a shot that came into the place where he was amputating and dressing the wounded: the nail of the tiller-rope on the barrel of the wheel drew, and the main and main-top-sail-yard came square, by the fall of the mizen-mast: thus circumstanced, I foresaw that we had no alternative but to strike; and, with the consent of my officers, I gave up what remained of the Warren Hastings and her noble crew, which took place about fifty minutes past four P.M., having been engaged nearly yard-arm and yard-arm above two-thirds of the time, from twenty minutes past noon, until ten minutes before five, P.M.

I feel it a duty extremely incumbent on me, to mention the firm and steady support I received from the officers with whom I had the honour of defending the ship; nor could more zeal or true courage have been displayed, than what animated the gallant crew under my command. It will be a reflection attended with the most heartfelt satisfaction to me, that every department was filled with its utmost energy. The exertions visible on this occasion, to defend the Honourable Company's property to that point of contention, when defence would have been no longer practicable nor justifiable, will, I trust, be a sufficient recommendation of the merits of the officers and ship's company, of the late Honourable Company's ship Warren Hastings, to the Honourable the Court of Directors. And although the issue of the engagement was unfortunate, still when the very superior force to which we were opposed, added to other material advantages on the side of the

enemy, are taken into consideration, it will, I hope, appear very evident, that they did as much as men could do under similar circumstances. The following is a return of the killed, wounded, and stabbed, in the action, &c.

Killed.

Mr. John Edwick, Purser; William Miller, ordinary seaman; John Frost, seaman; John Wise, ordinary seaman; Phatham Laybourne, seaman; William Price, ordinary seaman; John Miles, ordinary seaman.

Stabbed after Possession was taken.

Captain Thomas Larkins, Commander; Mr. John Wood, second Officer; John Barnes, Surgeon; James Bayton, Midshipman; John Bell, Boatswain's second Mate.

Wounded.

Mr. James Coxwell, chief officer, slightly; Mr. Edward Davies, 3d officer; Mr. William Hope, 6th officer; Mr. James Greville, Surgeon's Mate, broken jaw; John Hoburg, Boatswain's 1st Mate, very badly; Frederick Christian, seaman; David Scott, Captain's Cook; Joseph Antonio, ordinary seaman; John Mackay, seaman, badly; Charles Williams, ordinary seaman, slightly; Lewis Perraw, seaman; Henry Churchill, baker; George Miller, seaman.

John Hoburg is since dead of his wounds.—However, I am happy to say, that the other wounded, and those who were stabbed, are perfectly well. The following is the force of the French frigate, la Piemontaise:—

On her main deck.—28 long French 18-pounders.

On her upper deck.—10 carronades, French 36-pounders; 4 long English 9-pounders; 2 long brass French 8-pounders; 2 mortars, capable of throwing grape and canister shot of French 36lb. wt.

In her tops were fifty men with swivels and rifles, by which it will appear that she is a very heavy frigate, and is quite new, having sailed from St. Maloes in January last, and had only been out from the Isle of France ten days when she fell in with the Warren Hastings; from what I was able to learn, I suppose her to have had about twelve men killed, and twenty wounded. We arrived at the Mauritius on the 4th of July last, and obtained permission to proceed to England by a neutral vessel via America. With my Officers and Midshipmen, we embarked on board the American ship, America, Captain Isaac Stone, on the 6th of August. Hoping to find some conveyance direct to England, we

called into St. Helena, and trust, should you have it in your power to forward us, that you will exert it in our favour, being extremely anxious to lay the unfortunate news before the Honourable the Court of Directors.

You will undoubtedly have heard, by the arrival of the Dorsetshire and Surat Castle, that the Ganges had proceeded to Bombay, in consequence of her leaky condition; and it adds very largely to the concern which I must naturally feel for the loss of the Honourable Company's ship lately under my command, that the packets and public letters intrusted to the charge of Captain Harrington, were involved in the fate of the Warren Hastings, which, as well as every one under my care, were carefully sunk and destroyed.

You will likewise have been informed, that a distribution of the Ganges' St. Helena stores, was made previous to her departure for Bombay, in company with His Majesty's ship Sir Edward Hughes, to the Dorsetshire and Warren Hastings; and that, in consequence of the Surat Castle's incapability to take any part thereof, I undertook to carry the surplus of those articles, which I imagined would be most wanted on the island; and am extremely sorry that my endeavours have been frustrated, by the capture of the Honourable Company's ship the Warren Hastings.

The following is a list of stores which I received from the Ganges:—

Twelve chests of china ware, ten chests and two boxes of tea, two boxes of silk, six chairs, two chests of nankeens, 24 tubs of sugar candy, and 29 bags of sugar.

By some error or hurry in the transportation, a receipt was granted by me for five chests of nankeens, when only two were received on board the Warren Hastings.

I remain, Worshipful Sir,
Your obedient and humble Servant,
T. LARKINS.

Dated on board the America, Sept. 13, 1806.

FRENCH OFFICIAL ACCOUNT OF THE CAPTURE OF THE HON. EAST INDIA COMPANY'S SHIP WARREN HASTINGS, BY LA PIEMONTAISE FRIGATE.

(Report of Capt. EPRON.*)*

Isle of France, 6th July, 1806.

THE 21st of June, at day-break, sailing in S. lat. 26° 12′, and E. long. 53° 21′, wind E.S.E. blowing fresh, and steering close

hauled on the larboard tack, I descried a large vessel, in full sight, to the E.N.E. and steering W.S.W.

I let her bear down without increasing sail until nine o'clock, when she bore N.E. at the distance of about four leagues. I then tacked about, and steered upon her. At 11 o'clock this vessel hauled in her studding sails, brailed up her top-gallant-sails and main-sail, and hoisted English colours, making reconnoitering signals, which I was unable to answer.

At 10 minutes P.M. being within musket shot of her, I commenced a cannonade, which she answered with a brisk fire.

The force of the wind obliged me to make several manœuvres, for the purpose of fighting only to leeward, because the heeling of the frigate prevented me from making use of my guns when I was to windward; whereas the enemy made use of his with advantage in any position whatever, on account of his great height. At a quarter before five his mizen-mast fell, and he struck his flag.

As I was busy hoisting out my boats to take possession of the prize, and was covered by her, she edged flat upon me with intent to strike against me, to dismast me, and make her escape: the sea being very rough, she really did strike against me, on starboard; but that instant I commanded my men to board her, and notwithstanding her great height, they jumped on board and took her for the second time.

In the shock, this ship lost her bowsprit and foremast, and the Piemontaise her main-top-mast.

I did not lose a moment in repairing the frigate, and putting her prize in a condition to sail under jury masts, and on the 4th inst. brought her into the Isle of France.

This vessel is called the Warren Hastings, of 1200 tons burden, mounting forty-eight 18-pounders. She belonged to the East India Company, and sailed from China three months ago with a full lading of tea and nankeen, the invoice price of which is three millions.

I owe great praise to my officers and men for their conduct upon this occasion: I lost seven men, and had five wounded.

The enemy's resistance would have been shorter, if the roughness of the sea and force of the wind had allowed me to fight on both sides. He had 192 men, according to his muster roll; there remained only 131 on board when he surrendered; the rest must have been killed in the engagement.

L. J. EPRON.

A GALLANT, BUT UNFORTUNATE ACTION.

THE following extract of a letter, dated September 6, 1806, at sea, off the City of St. Domingo, records a very gallant and spirited attempt, which was made by Lieutenant Joseph Lewis, of the Alexandria, with the boats of that ship, on the morning of the 24th of August, to cut out of Rio de la Plata, a Spanish fort on the coast of South America, a polacca brig, and a guarda costa schooner, which had for some time past materially injured the Jamaica trade :—

The boats were dispatched in the night of the 22d, under the command of Lieutenant Lewis in the barge, accompanied by Lieutenant Nagle in the launch, a cutter with Mr. Smith, Master's Mate, and the jolly boat; but, most unfortunately, from the darkness of the night, and not having sufficient land marks to know the place by, they rowed all night without being able to find it, and consequently returned on board the ship (at anchor) in the morning. The enemy, from the circumstance of seeing a frigate lying off their port, now prepared themselves for an attack, which has proved of the most melancholy consequences. Lieutenant Lewis, with his detachment, set off again on the night of the 23d, towed within six or seven miles of the place by the Gracieuse schooner, which joined us here; in the most determined manner, they moved into the harbour, under a tremendous fire of grape shot, from three well-erected batteries, and an immense fire of Spanish musketry, as well as from both vessels, which they instantly boarded, having forced their crews to desert them. They were now employed, amidst this galling fire, ten hours and twenty minutes, in endeavouring to get the vessels clear for towing, but without effect; for the Spaniards had, in the course of their preparations, hauled them aground, stripped them of their sails and running-rigging, and lashed them to the shore; so that it was impossible to remove them; and as the men were now fast falling in the boats, it was deemed proper to destroy the vessels, which was completely effected; and the gallant assailants retreated under an incessant fire, until they were out of gun-shot.

It is with extreme concern I add, we had 19 of the best of the ship's company killed and wounded; and, for the information of their relatives, I send you their names.

Killed.

William Hall, Gunner's Mate; Charles Chinson, seaman; Daniel Crawly, seaman; Isaac Jones, seaman; and John Thomas, marine.

Badly wounded.

Mr. Alfred Smith (since dead), Master's Mate; Mr. Marshall, Midshipman; John Galloway, Quarter Master; John Williams, Carpenter's Mate; Benjamin Beal, Sailmaker; W. Hundcock, seaman; John Symon, ditto; James Muselwaite, ditto; John Franklin, ditto; and John Tully, marine.

Slightly wounded.

Joseph Lewis, first Lieutenant; Edmund Nagle, second Lieutenant; and Mr. Breary, Gunner.

DESCRIPTION OF THE LAKE OF VALENCE.

(From DEPON'S *Travels in South America.)*

THIS Lake is less extensive, but it displays a much more agreeable aspect, than that of Maracaybo: its shores are also more fertile, and the climate more salubrious, and of a milder temperature. The Lake of Valence is upwards of thirteen leagues in length, and about four in its greatest breadth. Its form is that of an oblong square. It is situated about a league from the town of Valence, and in a valley hemmed in by mountains on all sides, except on the western, towards the interior of the country. The numerous rivers that flow into it have no visible outlet. It is about six leagues distant from the sea; and the intermediate space, by which they are separated, is occupied by almost inaccessible mountains.

In proportion as the Lake diminishes, new soil is exposed, which being composed of various substances that have been deposited on it for ages, possesses a wonderful degree of fertility. This new soil is preferred by the planter to every other for his agricultural operations.

Vessels of different sizes are regularly employed to waft over the Lake different kinds of provisions, which are raised on its shores, or on those of the rivers, that discharge their waters into it.

PHILOSOPHICAL PAPERS.

PLATE CCXX.

[The following Paper, by Charles Gore, Esq. of Weimar, in Saxony, accompanied by the annexed Engraving, was some time ago presented to the *Society for the Improvement of Naval Architecture.*]

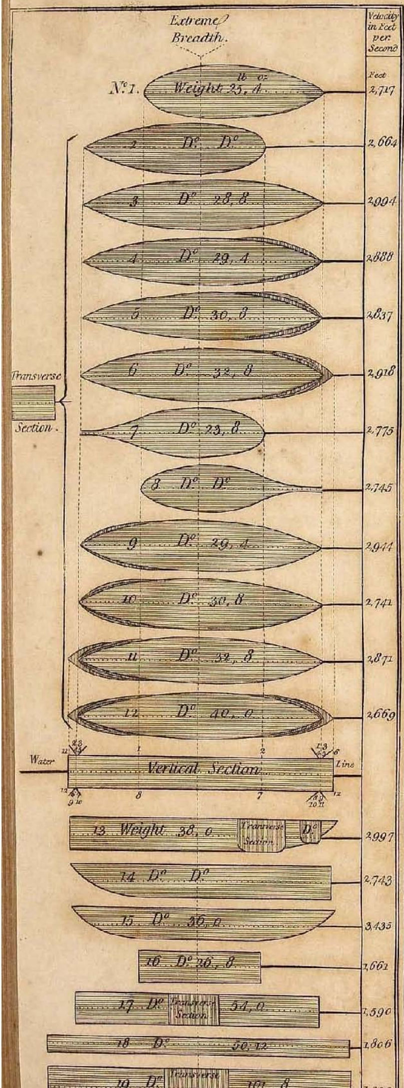
RESULT of two series of experiments towards ascertaining the respective velocity of floating bodies, varying in form; and towards determining the form best adapted to stability, or possessing most power of resisting the force of the wind in carrying sail: intended to convey useful hints to the constructors of ships; with observations.

"Hæc in primitiis tentamina parva manebunt."

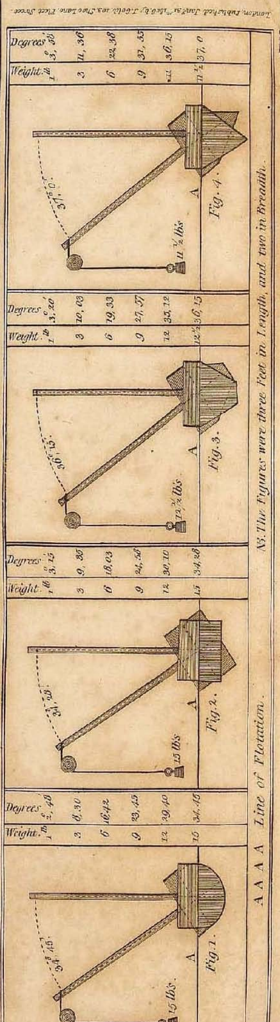
GENTLEMEN,

I BEG leave to present to you and the public the result of a series of experiments, towards ascertaining the comparative resistance of the fluid water on floating bodies of different forms, applicable to the construction of ships.

These experiments were conducted under the inspection of John Hallett, Esq. and myself, by Mr. Hayward, for many years in the employ of Messrs. Wells, as a confidential assistant. And having availed myself of your kind permission, by making use of the most excellent and appropriate apparatus, contrived by the ingenuity, and erected at the expense of your society, at the Greenland Dock, I may venture to vouch to you and the public for the accuracy and precision of the process. I therefore submit these few sheets to your inspection and investigation, previous to the publication of that more extended and laborious series, which has been conducted with so much ability and application by the gentlemen of your committee; the result of whose meritorious exertions is so anxiously and impatiently expected by the world. I cannot harbour the supposition that my experiments will ever be considered as having been undertaken with any idea of competition to those of your society; but, on the contrary, as the public good is the object of both, I should rather hope, that the former, more contracted, will be considered as the harbinger of the latter, more



Extreme Breadth.
Velocity in Feet per Second
Feet
No. 1. Weight 25, 4. lb oz — 2,717
2 Do. Do. — 2,664
3 Do. 28, 8. — 2,994
4 Do. 29, 4. — 2,888
5 Do. 30, 8. — 2,837
6 Do. 32, 8. — 2,918
7 Do. 23, 8. — 2,775
8 Do. Do. — 2,745
9 Do. 29, 4. — 2,944
10 Do. 30, 8. — 2,741
11 Do. 32, 8. — 2,871
12 Do. 40, 0. — 2,669
Transverse Section.
Water
Vertical Section
Line
13. Weight 38, 0. Transverse Section Do. — 2,997
14 Do. Do. — 2,743
15 Do. 36, 0. — 3,435
16 Do. 26, 8. — 1,661
17 Do. Transverse Section 54, 0. — 3,590
18 Do. 56, 12 — 1,806
19 Do. Transverse Section 101, 8. — 1,330
Scale One Inch to a Foot.



London, Published Jany. 31st 1806 by J. Gold, 103, Shoe Lane, Fleet Street.
Degrees 3,38 11,36 22,38 37,35 36,15 37,0
Weight 1lb 3 6 9 11 11½
37,0
11½ lbs
A
Fig. 4.
Degrees 3,20 10,03 19,33 27,57 35,12 36,15
Weight 1lb 3 6 9 12 12½
36,15
12½ lbs
A
Fig. 3.
Degrees 3,15 9,35 18,03 24,58 30,10 34,28
Weight 1lb 3 6 9 12 15
34,28
15 lbs
A
Fig. 2.
Degrees 2,48 8,30 16,42 23,15 29,40 34,15
Weight 1lb 3 6 9 12 15
34,15
15 lbs.
A
Fig. 1.
NB. The Figures were three Feet in Length, and two in Breadth.
AAAA Line of Flotation.

extensive. I must also add, that if the result of the two, tried independent of each other, and varying in the modes of their process, should agree, such agreement must conduce to mutual confirmation: and that they will agree I have little doubt, from the communication I have had the honour to receive from the above gentlemen, who, upon a much larger scale, have extended their inquiries to the investigation, not only of the effects, but also of the causes, which had hitherto eluded the labour and application of many scientific men.

I must here observe, that from the authenticity of these documents it appears, that the first principles of naval architecture have been hitherto unknown; that the science is yet in its infancy, and that a field is opened for speculations tending to a thorough reformation in the art. From these considerations I hope, that in time those absurd maxims which have so long governed the constructors of shipping, will submit to refutation, and be laid aside; though I fear they still boast too many advocates, who cannot consent to acknowledge themselves in the wrong, or will not take the trouble to search for the seat of their error. I trust, however, that from what is demonstrated by the plates, and the explanation thereof, the absurdity of the preference which prevails in favour of that form, which is vulgarly denominated the Cod's Head and Mackarel Tail; and the erroneous idea, which has been so long and so generally entertained, of a spar towing with more ease when the butt end is foremost, will be amply refuted, especially when it has been proved, by one of the manifold experiments made by your committee, that the small end foremost; with the same motive weight, exceeded the larger in velocity, as 38,75 to 27,75. This also confirms the result of an experiment made by me, the account of which I had the honour to transmit to you some time since. From these facts I see great reason to hope, that the time is not far distant when the labours of your society shall be crowned with success, in expelling those absurd and fallacious notions to which seamen and shipwrights have so long been held in subjection. And I trust the accomplishment of this most desirable purpose will be much accelerated by the exertions of a gentleman, whose fund of science, and truly mechanical genius, together with his unremitting application and industry, will, I make no doubt, ultimately prevail over that torrent of prejudice in favour of old systems, with which (like most promoters of improvement) it is his lot to contend; and it will be demonstrated to the world, that the station of great responsibility with which he is invested, has not been unmeritedly bestowed.

It will be found, by the first table in the annexed plate, that the different forms, being all drawn by the same motive weight, viz. 1-½lb. varied in their velocity as follows, in feet per second.

Fig. 1 exceeded

Fig. 2 by ,053, each of them weighing 25lb. 4oz.

Fig. 3, though weighing 28lb. 8oz., exceeded fig. 1 by ,277.

Fig. 4 being similar in form to fig. 3, with the addition only of a little fulness forward, as per plate, which increases its weight to 29lb. 4oz., loses in velocity only ,106, which is supposed to be counterbalanced by the power of additional canvass, which this augmentation would enable the ship to carry.

Fig. 5 has a further addition forward, as appears by the plate, and its weight increased thereby to 30lb. 8oz., yet loses in velocity only ,051 by the last increase, though it still exceeds considerably figs. 1 and 2, notwithstanding 5lb. 4oz. increase in the weight.

Fig. 6 is similar to fig. 5, with the addition only of a sharp beak forward as per plate, which, though it increases the weight to 32lb. 8oz., brings the velocity equal to fig. 3, within ,076, notwithstanding the considerable increase in capacity, and consequently in stability. Here it will be observed, that the extreme breadth is abaft the centre.

Fig. 7 is similar to fig. 2, except that the line in the after part is hollow instead of round, which reduces the weight to 23lb. 8oz., being 1lb. 12oz. less than fig. 2, and thereby brings the velocity to exceed that of fig. 2 by ,111, which is supposed unequal to the defalcation of capacity, and consequent stability. It is also certain that this form would be subject to more oscillation in a sea, by reason of the great inequality of the two ends, whereby the essential counterpoise is destroyed, and it follows therefore that the velocity must be diminished, as it cannot be doubted but that the vessel which is nearest balanced in the sea will oscillate or pitch less, and must consequently, *cæteris paribus*, be from thence capable of greater velocity.

Fig. 8, being fig. 7 reversed, *i. e.* the sharp end foremost, loses thereby ,030. It is observable also, that this figure being similar to fig. 1, with the variation only of the line in the fore part being hollow instead of round, gains in velocity, compared to fig. 1, ,028: though this increase in velocity seems to be produced rather by the decrease of weight than by the variation of form.

Fig. 9 is fig. 4 reversed, by which the velocity is increased ,056. This demonstrates that fulness abaft to a degree, obvious to a critical eye on inspection of the plate, does not impede the motion through the water.

Fig. 10 is fig. 5 reversed, by which the velocity is diminished ,096. Here the fulness abaft seems to be carried too far.

Fig. 11 is fig. 6 reversed, by which the velocity is diminished ,047. This shows that the after part is here also too round. Here it will be observed that the extreme breadth is before the centre.

Fig. 12 is fig. 11, with the same addition forward as abaft, by which it loses in velocity only ,202, a loss whose ample compensation will be found in the addition of capacity, and consequent ability to carry sail.

Figs. 13 and 14 are similar on the horizontal plane to fig. 12, but rounded on the perpendicular plane at one end. Fig. 13, with the rounded end foremost, exceeded fig. 12 in velocity ,328, which fully compensates the small defalcation of capacity. Fig. 14, with the rounded end aft, loses in velocity, compared to fig. 13. ,251. This furnishes an additional argument in favour of placing the sharpness forward.

Fig. 15 is similar to 14, but with both ends rounded; by which alteration it gains, in comparison with fig. 14. ,692.

Fig. 16 is a parallelepipedon, weighing 26lb. 8oz.

Fig. 17 is likewise a parallelepipedon, of the same breadth and depth, but having the length doubled, and weighing 54lb.; notwithstanding which increase in length and weight, the diminution in velocity is only ,071. This clearly demonstrates the great advantage derived from length.

Fig. 18 is also a parallelepipedon, weighing 50lb. 12oz.

Fig. 19 is another parallelepipedon, similar in length and breadth, but double the depth, and weighing 101lb. 8oz. This loses in velocity with comparison to the former ,476, which proves that the resistance is increased more by the addition of depth, than by that of length.

From the result of the foregoing, it seems to appear, that the form best calculated for velocity, is a long parallel body, terminating at each end in a parabolic cuneus, and having the extreme breadth in the centre. Also, that making the cuneus more obtuse than is necessary to break with fairness the curve line into the straight, creates a considerable degree of impediment. And I am inclined to think, from what I have stated, that the length of ships, which has already been extended, with success, to 4 times the breadth, is capable, with advantage, of still further extension, perhaps to 5, and, in some cases, even to 6 times.

The foregoing experiments on velocity, were succeeded by another series, (to which the second part of the engraving relates,) calculated to ascertain the respective degrees of stability, or power to resist the pressure of the wind, in carrying sail, on bodies of different forms.

Four figures were constructed, whose specific capacity and weight were precisely equal, though their forms differed in the extremes, as appears by the plate. Their materials were similar in quality, and they were balanced in such manner, as to be turned upon their respective centres of gravity, by application of the smallest power: in short, they were perfectly homogeneous. A small pivot was driven into either end of the figures, at the point, where the perpendicular middle line intersects the line of flotation. The figures were then floated in a large back, having two small hooks driven into one side of it, at the edge of the water, the distance between the two hooks being equal to the length of the figures. Two small lines were passed from the pivots on the end of the figures, to the corresponding hooks on the side of the back, to counteract the inclination which the weight on the opposite side of the back had to draw the figures over to that side. This weight was attached to a line made fast at the top of a staff, erected by way of mast in the centre of the figures, and passed over a pulley elevated on a similar staff attached to the side of the back opposite to that on which the before-described hooks, &c. were placed; this pulley being suspended in a groove, to admit of depression, as the figures became heeled or inclined, and consequently to be on a level with the top of the mast when in that position. Thus the power being always horizontally applied, was similar, in effect, to the force of the wind. The result of this series was, as appears by the tables in plate 2, that, with the lesser weights, the respective figures exceeded each other in stability uniformly as they stand numbered.

That fig. 1 exceeded fig. 2 in stability, till the applied weights amounted to about 13 $\frac{1}{2}$ lbs. after which the excess was with fig. 2. That fig. 3 was, with every weight, inferior in stability to fig. 1 and 2; and fig. 4 was, with every weight, inferior to all the others. From hence it appears, that the form of a midship body, best adapted for stability only, is a flat bottom, with perpendicular sides; and, that the next best adapted, is a semi-circle. But as there exists much difficulty in constructing the former with sufficient strength, besides its being ill adapted to heavy seas, as,

by the sudden descent in pitching, the bottom will strike the water nearly at right angles, and sustain thereby a tremendous shock. And, as the latter seems to be too inclinable to transverse oscillation, or rolling, and also to be deficient in capacity for many services, I am of opinion, that a midship body, of a compounded form, is most applicable to general purposes.

An experiment was also made on the same figures, to ascertain the respective degrees of counter-oscillation, by cutting the line when the figures were at their utmost inclination; viz. when the top of the side to leeward was even with the surface of the water. The result of this experiment was nearly in an inverse ratio to the stability. The counter-inclination produced by the sudden cessation of the power of the weight being in No. 1, 33°-$0^{\prime}$. No. 2, 29°-$0^{\prime}$. No. 3, 27°-$0^{\prime}$. No. 4, 23°-$30^{\prime}$.

I shall conclude with flattering myself, that some useful ideas may arise from a due consideration of the result of these experiments, with my hasty observations thereon; but, should they convey to the constructors of shipping, and the public, even a single hint towards improvement, I shall consider the expense and trouble I have bestowed, as amply compensated.

CHARLES GORE.

CORRECT RELATION OF SHIPWRECKS.

[Continued from page 413.]

No. XVI.

Again the dismal prospect opens round,
The wreck, the shore, the dying, and the drown'd.

FALCONER.

LOSS OF HIS MAJESTY'S SHIP ATHENIENNE.

FOR the following Shipwreck, we are indebted to Mr. Motley's Portsmouth Paper, of December 20.

It is our painful task to state the loss of His Majesty's ship Athénienne, on her passage to Malta. The following narrative is written by one of the Officers, who was the last person saved from the wreck:—

His Majesty's ship Athénienne, of 64 guns, commanded by Captain Raynsford, having 470 men on board, sailed from Gibral-

tar on the 16th of October, with a fair wind, and arrived off Sardinia on the 20th, at five o'clock in the evening, from whence she proceeded towards Malta; but unfortunately, at half past 9 in the evening of that day, when going nine knots, she struck on the rocks called the *Esquerques*.—It immediately became necessary to lighten the ship, to prevent her falling over on her broadside, and the masts were cut away for that purpose; but in less than half an hour after, from the violent concussion of the rock against her bottom, she filled up to the lower-deck-ports, and fell on her beam ends on the larboard-side.—Captain Raynsford, who, from the first, foresaw the total loss of the ship, ordered the boats to be hoisted out, with an idea that they would be useful in towing a raft that was constructing to leeward, and which might have been the means of saving a great many from destruction: but so soon as the two jolly-boats were lowered down from the quarters, and clear of the ship, the men (for there were no officers in them) bore up, and were no more seen by their unhappy shipmates who staid by the wreck.—The cutter and barge, in hoisting out, were stove and swamped, and 30 men, unable to regain the ship, perished! By the fall of the masts several people were killed, and others desperately mangled; and two midshipmen were killed by the spanker-boom crushing them between it and the side.—The termination of the miseries of all appeared fast approaching; and the launch, being the only boat that was not either stove or wrecked, was filled with men on the booms, and, without having the means of mechanical power, or the necessity of using it (the water having at this time covered the whole wreck, with the exception of the poop), she floated off the booms, to the great joy of every one, and escaped the many dangers she had to encounter with the floating pieces of the ship and broken masts. She afterwards came under the stern, where many, in attempting to swim to her, shared the untimely fate of those that had preceded them. At this time, half past 11 at night, there being but little hope of the ship holding together till the morning, I urged Captain Raynsford to save himself by swimming to the launch; but in vain—he declaring to me that he was perfectly resigned to his fate, and was determined not to quit his post whilst a man remained; but advised me to do that which I had recommended to him; and at the moment the launch (full of people) was bearing up before the wind, I leapt from the stern-gallery into the sea, and swimming through a very high surf, gained the boat, and providentially escaped the unhappy catastrophe of the remaining officers and crew, 317 in number, who, I lament to say,

most probably perished that night, as the wind continued to increase after she first struck, and the next day it blew stronger. Early on the next morning we fell in with a Danish brig, and put two officers and some seamen into her to beat to windward, to endeavour to save as many of the people as might be still clinging to the wreck—but without effect. We afterwards continued our course to *Maritimo*, and arrived there on the evening of the 21st, and were very humanely treated by the Governor. The next day we set out for *Trepani*, in Sicily; where finding a small boat bound to Malta, we embarked, and arrived there on the 25th with the Master and Surgeon of the Bergère, after encountering all the horrors of a shipwreck, as dreadful perhaps in its consequences as was ever experienced.

The Athénienne had on board dollars to the amount of 10,000*l.*, and dispatches for Malta and Sicily.

Survivors.

Brigadier General Campbell; Doctor Pym; Lieutenants John and James Little; Mr. Goodwyn, Purser; Mr. M'Lean, to join His Majesty's ship Bergère; Mr. Silas Wells, ditto; Mr. George Thorn, ditto; Mr. Thomas Manning, Midshipman; Mr. Richard Byrn, Assistant-Surgeon, Endymion; Mr. Augustus Cannon, Master's Mate; Mr. John Frances, Midshipman; Mr. Samuel Parker, Master; Mr. Dyer, to join the Hind.

Saved	121	Men
	2	Women
Total	123	
Supposed to have perished	347	
	470	

Supposed to have perished.

Captain Raynsford; First Lieutenant Swinburne; Third Lieutenant John Salter; Fifth Lieutenant M'Millan; Captain Stannus, Royal Marines; Lieutenant Moss; Lieutenant Burdon; Mr. Griffin, Surgeon; Lieutenant Barker, Melpomene; Ensign Bankers, 35th regiment; Boatswain, Gunner, and Carpenter; Carpenter of the Bergère; Mr. Fitzgerald; Mr. Boone; Mr. Newman; Mr. Blackburne; Mr. Morrison, Assistant-Surgeon; Mr. Howell; also others, names unknown.

LOSS OF THE WAKEFIELD MERCHANTMAN.

ON the night of October 30, the Wakefield, Captain Bruce, of Hull, lost sight of her convoy. On the following morning, being nearly in the latitude of Oporto, wind about N. by E. hauled in for the land, thick and hazy, with heavy rain. A little past five P. M. it cleared up, and no land then in sight, being also, by reckoning, upwards of eight leagues distant. About six P. M. it then being very dark, and raining hard, the Mate went on deck, while the Captain changed his clothes, and in a few minutes the ship struck. Captain Bruce ran upon deck, and found her surrounded by rocks: the first hevy sea struck in her stern, and hove the ship on her broadside; a second tore away Captain Bruce from the mizen rigging, and he then caught hold of the main-top-gallant-mast-head, where he hung, until he was so much bruised by the floating wreck, that he was compelled to let go his hold, and endeavour to reach the shore by swimming; which, after having been tossed about in the surf a considerable time, and repeatedly carried back again from the beach, he at length accomplished, but so much exhausted, that he could only crawl on his hands and knees. In this manner, with no clothes excepting a coat, and shirt, a pair of drawers, all torn to pieces, and one stocking, with neither hat, trowsers, nor shoes, he reached a ruined hut, where he lay about six hours; finding himself a little refreshed, he set out to reach, if possible, some place of shelter; and following the marks of cart-wheels about half a mile on the sand, found Thomas Homan, one of his boys, lying there, unable to proceed any further. About a mile and a half from thence, Captain Bruce came to a house, but was refused admittance, and compelled to spend the night in the open air: about eight o'clock next morning, he was more favourably noticed, carried to a hut, and supplied with warm clothes. After obtaining refreshment, he returned to the place where the ship was wrecked, a ledge of rocks a little to the southward of Ville de Condé; and one of his legs was so severely cut and swollen, that he was obliged to be carried back, and for some time was unable to walk. He was carried in a litter to Oporto. Except the boy mentioned above, and a Portuguese sailor, all the crew perished.

NAVAL LITERATURE.

WE have recently received a copy of a small pocket Volume, under the following title, viz.

The NAVY POCKET PAYMASTER & PRIZE AGENT, containing the most clear and accurate Information relative to Officers' Pay, Seamen's Wages, Wills, Allotments, Sick Quarters, Greenwich Hospital, Prizes, Provisions, Chest at Greenwich, &c. &c.

New Regulations for Medical Officers, Hospital Surgeons, Assistant Surgeons, &c. &c.: with Tables of Pay, per week, per month, and per day, in every rate in the Navy, according to the late Increase.

Accurately corrected by the Pay Books at the Navy Office.

Scale of Pensionable Hurts, mode of obtaining admission to Greenwich Hospital, Greenwich School, Pensions from Greenwich Chest, &c. &c. Comprising the most important information to Officers, Seamen, Marines, Soldiers, &c. their Relatives or Representatives. By JOHN IRVING MAXWELL, of the Honourable Society of the Inner Temple, Author of the Spirit of Marine Law, &c. &c.—Published by H. D. Symonds, Paternoster-Row; Egerton, Whitehall; Mottley, Portsmouth; and to be had of all booksellers.—Price 4s.

WE should conceive ourselves deficient in our duty to the British Navy, from whom the NAVAL CHRONICLE has received such extensive encouragement, and to whose benefit its columns have been invariably devoted, were we to hesitate in declaring, that a Work of this description must be of such importance to those for whom it is avowedly calculated, that we wonder something of a similar nature should not have been before attempted.

The alterations which have taken place in the Naval Laws, the regulations of Prize Agency, the late increase of Pay, the

transferring the Chest at Chatham to Greenwich, &c. &c. must necessarily excite a curiosity, and a considerable interest with respect to those who are immediately benefited by these alterations, and who wish to derive from them all those benefits to which they are so justly entitled.

"The object of this Publication," (to use Mr. Maxwell's own language in the Introduction, and who, we are informed, formerly belonged to the Navy,) "is to *bring under snug stowage* every information respecting Naval Finance; to explain all the Laws and Regulations relative to *Seamen's Wills, Wages, Prize Money, Provisions, &c.* so as to enable that numerous and meritorious class of individuals which constitutes the Royal Navy of Great Britain, precisely to ascertain their rights, and such of their *Relatives* or *Representatives* to whom they may have *assigned, allotted,* or *bequeathed* their pay, &c. the full extent of their rights, and the most easy means of obtaining them."

Amongst the numerous subjects this small pocket Volume contains, the Tables of Pay for Officers, Seamen, &c. in all rates, according to the late increase, which commenced May 1, 1806, (and are said to have been corrected by the Pay Books at the Navy Office,) must, if accurate, be particularly useful.

To this Work is prefixed an appropriate Dedication to the Right Honourable THOMAS GRENVILLE, as First Lord of the Admiralty. The titles of the clauses of the several Acts are placed at the head, and a running title of the leading divisions is given at the top of every page; and (which is a most essential requisite for every book intended for practical use) a very copious Index is annexed, by which the information required may be obtained with the utmost dispatch.

We have not at present leisure to examine more particularly the contents of this Volume, which nevertheless at some subsequent period we shall submit to a minute analysis; in the mean time, as considerable labour and judgment appear to have been bestowed upon its execution, we have no doubt of its meeting the encouragement it deserves.

Naval Poetry.

The heart's remote recesses to explore,
And touch its Springs, when Prose avail'd no more.

FALCONER.

STUDIES BY THE SEA.

(*From* CHARLOTTE SMITH'S *Conversations, Vol. II, page* 151.)

AH! wherefore do the incurious say,
That this stupendous Ocean wide
No change presents from day to day,
Save only the alternate Tide,
Or save when gales of summer glide
Across the lightly crisped wave;
Or, when against the cliff's rough side,
As equinoctial tempests rave,
It wildly bursts; o'erwhelms the delug'd strand,
Tears down its bounds, and desolates the land?

He, who with more inquiring eyes,
Doth this extensive scene survey,
Beholds innumerous changes rise,
As various winds its surface sway:
Now o'er its heaving bosom play
Small sparkling waves of silver gleam;
And as they lightly glide away,
Illume with fluctuating beam
The deepening surge; green as the dewy corn
That undulates in April's breezy morn.

The far off waters then assume
A glowing amethystine shade,
That changing like the Paon's* plume,
Seems in celestial blue to fade;
Or paler colder hues of lead,
As lurid vapours float on high,
Along the ruffling billows spread,
While darkly lours the threatening sky;
And the small scattered barks with outspread shrouds,
Catch the long gleams that fall between the clouds.

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* The Paon, for Peacock, has the authority of old wr' er

Then day's bright star, with blunted rays,
Seems struggling through the sea-fog pale,
And doubtful in the heavy haze,
Is dimly seen the nearing sail;
Till from the land a fresher gale
Disperses the white mist, and clear,
As melts away the gauzy veil,
The sun-reflecting waves appear;
So brighter genuine virtue seems to rise,
From envy's dark invidious calumnies.

What glories on the sun attend,
When the full tides of evening flow,
Where in still changing beauty blend,
With amber light the Opal's glow!
While in the East the Diamond bow
Rises in virgin lustre bright,
And from the horizon seems to throw
A partial line of trembling light
To the hush'd shore; and all the tranquil deep
Beneath the modest moon is sooth'd to sleep.

Forgotten then the thundering break
Of waves, that in the tempest rise:
The falling cliff, the shatter'd wreck,
The howling blast, the sufferers' cries;
For soft the breeze of evening * sighs,
And murmuring, seems in Fancy's ear
To whisper fairy lullabies,
That tributary waters bear
From precipices, dark with piny woods,
And inland rocks, and heathy solitudes.

The vast encircling seas within,
What endless swarms of creatures hide,
Of burnish'd scale and spiny fin!
These providential instincts guide,
And bid them know the annual tide;
When, from unfathom'd waves that swell,

* Whoever has listened, on a still summer, or autumnal evening, to the murmurs of the small waves, just breaking on the shingles, and remarked the low sounds re-echoed by the distant rocks, will understand this.

Beyond Fuego's stormy side
They come, to cheer the tribes that dwell
In Boreal climes; and through his half year's night,
Give to the Lapland savage food and light.

From cliffs that pierce the Northern sky,
Where eagles rear their sanguine brood,
With long awaiting patient eye,
Baffled by many a sailing cloud,
The Highland Native marks the flood,
Till bright the quickening billows roll,
And hosts of sea birds clamouring loud,
Track with wild wing the welcome shoal,
Swift o'er the animated current sweep,
And bear their silver captives from the deep.

Sons of the North! your streamy vales
With no rich sheaves rejoice and sing,
Her flowery robe no fruit conceals,
Though sweetly smile your tardy spring;
Yet every mountain cloth'd with Ling*,
Doth from its purple brow survey
Your busy sails, that ceaseless bring,
To the broad Frith and shelter'd Bay,
Riches by Heaven's parental power supplied,
The harvest of the far embracing tide.

And, where those fractur'd mountains lift
O'er the blue wave their towering crest,
Each salient ledge, and hollow cleft,
To sea fowl give a rugged nest.
But with instinctive love is drest
The Eider's downy cradle, where
The mother bird her glossy breast
Devotes, and with maternal care
And plumeless bosom stems the toiling seas,
That foam round the tempestuous *Orcades*.

From heights whence shuddering sense recoils,
And cloud-capp'd headlands, steep and bare,
Sons of the North! your venturous toils,
Collect your poor and scanty fare.

* A name given in many parts of England to the common heath.

Urg'd by imperious want, you dare
Scale the loose cliff, where gannets hide,
Or, scarce suspended, in the air
Hang perilous; and thus provide
The soft voluptuous couch, which not secures
To luxury's pamper'd minions, sleep like yours.

Revolving still, the waves that now
Just ripple on the level shore,
Have borne, perchance, the Indian's prow,
Or half congeal'd, 'mid ice rocks hoar,
Rav'd to the Walruss' hollow roar,
Or have by currents swift convey'd,
To the cold coast of Labrador,
The relics of the Tropic shade;
And to the wondering *Esquimeaux* have shown,
Leaves of strange shape, and fruits unlike their own.

No more then let the incurious say,
No change this world of water shows;
But as the tides the moon obey,
Or tempests rave, or calms repose,
Show them its bounteous breast bestows
On myriads life: and bid them see,
In every wave that circling flows,
Beauty, and use, and harmony:
Works of the Power Supreme, who pour'd the flood
Round the green-peopled earth, and call'd it good.

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* The walruss, or morse, a creature of the seal kind, now said to be no longer found on the coast of Scotland, but still inhabiting other northern countries. They are sometimes 18 or 20 feet long, and roar like bulls.

NAVAL HISTORY OF THE PRESENT YEAR, 1806.

(November—December.)

RETROSPECTIVE AND MISCELLANEOUS.

MOST sincerely do we wish that the venerable *Palinurus*, Lord Barham, were again to preside at the helm of our Naval Department: for, notwithstanding the abilities of the present Lord, he cannot, like a Veteran Seaman, provide against an approaching squall. Sir Home Popham, and Sir Sidney Smith, are both recalled: the victories of the Immortal Nelson, and his glorious pursuit of the French to the West Indies, have proved that a great degree of discretionary power should always be vested in a commanding Officer: we now trust that this important question will be liberally discussed and wisely determined.

The principal events that also claim attention, are the safe arrival of Lord Hutchinson on the Continent, in the Astrea frigate, Captain Dunbar—after having experienced great danger during the voyage. The loss of His Majesty's ship* l'Athénienne, of 64 guns, Captain Raynsford; and the opening of the Imperial Parliament, on Friday, December 19; an account of which will be seen under the proper head.

A very large retirement of officers, from the head of the Royal Marine corps, is immediately to take place, in order to advance young and active officers to the command of divisions; and this distinguished, valuable, and gallant body, is to be considerably augmented, by the formation of a fifth division at Cork.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

[Continued from page 439.]

ADMIRALTY OFFICE, NOV. 29, 1806.

Copies of Letters, and their Enclosures, from Vice-Admiral Dacres, Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq.; dated Shark, Port Royal, October 4, 1806.

SIR,

I AM much gratified in transmitting you, for the information of the Lords Commissioners of the Admiralty, the copy of a letter I have just received from Captain Brisbane, of the Arethusa, acquainting me of the capture of His Catholic Majesty's frigate Pomona, the destruction of twelve gun-boats, and the explosion of a castle, mounting sixteen thirty-six pounders, by that ship and the Anson.

The success attending this bold enterprise, I trust their Lordships will agree with me, Captain Brisbane was well entitled to, for the promptness and decision with which he anchored in such shoal water, to attack a force of such magnitude. The destruction of the gun-boats was occasioned by the Anson's well-directed fire. The conduct of all concerned will, I trust, be honoured by their Lordships' approbation.

I am, &c.

J. R. DACRES.

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* *Vide* page 493.

SIR, *Arethusa, off the Havannah, August 23, 1806.*

I have the honour to inform you of a successful attack having been made by His Majesty's ships Arethusa and Anson on the enemy near the Moro Castle, in the island of Cuba, on the morning of the 23d instant.

The result has been the capture of the Spanish frigate Pomona, of thirty-eight guns, with a complement of three hundred and forty-seven men, and the destruction of twelve gun-boats, each carrying a twenty-four pounder, with a complement of an hundred men each, and the explosion of a castle mounting sixteen thirty-six pounders.

I trust you will excuse my entering into a detail of the service performed; in justice to the officers and men under my orders, I feel it right you should be made acquainted with the particulars.

On the morning of the twenty-third instant, I discovered the enemy within two miles of the Moro Castle, rather to leeward, carrying all possible sail to get into the Havannah. I therefore made the signal to lay the enemy on board on coming up with her, but my design was frustrated by the Pomona bearing up, having been joined by twelve gun-boats from the Havannah, and anchoring within pistol shot of a castle mounting sixteen thirty-six pounders, in three fathoms and a half water. The gun-boats advanced from her in a line a-breast.

These boats were sent out expressly to protect the Pomona at her anchorage. This line of defence certainly appeared formidable, added to a lee shore; but difficulties with British seamen are easily got the better of; and well knowing the able and gallant support I should meet with from Captain Lydiard, I decided instantly to attack the enemy in their strong position, and bore up for that purpose, having previously passed a bower cable through the stern port. In going down both ships suffered considerably in their sails and rigging from the raking fire of the gun-boats, the Pomona and Castle reserving theirs until we anchored.

At ten A. M. I anchored His Majesty's ship Arethusa close alongside the Pomona, in one foot water more than the ship drew; the Anson on my larboard bow; when the action became general, but not of long duration, the Pomona having struck her colours in thirty-five minutes; three gun-boats blew up, six were sunk, and three driven on shore on the breakers.

Notwithstanding the severe fire from the castle, the Pomona was instantly taken possession of by Lieutenant Parish, first of the Arethusa, and followed by Lieutenant Sullivan, first of the Anson.

The castle had now commenced firing red-hot shot, which occasioned the Arethusa to be set on fire, but was soon extinguished by the very proper arrangements of Lieutenants Higman and Griffith, commanding the main-deck. Shortly after a melancholy and dreadful explosion took place in the castle, after which all firing ceased.

It now becomes a pleasing part of my duty to recommend to your particular notice the steady and gallant conduct of Captain Lydiard, the officers and men of both ships, all appearing to be animated with the same enthusiastic zeal.

I have, &c. CHARLES BRISBANE.

Vice-Admiral Dacres, Commander in Chief,
&c. &c. &c.

A List of Killed and Wounded.

Arethusa.—2 killed and 32 wounded.
Anson.—None killed or wounded.

Spanish Frigate Pomona.—Captain and 20 men killed; 2 Lieutenants and 30 men wounded.

Gun-boats.—The loss of men must have been considerable, as very few of them reached the shore, from those boats which were blown up and sunk.

CHARLES BRISBANE.

The Pomona was from Vera Cruz, bound to the Havannah, laden with specie and merchandize.

The money belonging to the king was landed at the castle by the Governor of the Havannah, and the Spanish Admiral, who had previously come out to place

the Pomona in safety, as they considered her under the protection of the castle, and had only left her ten minutes before the action commenced.

The freight belonging to the merchants, with plate and various kinds of merchandize, I have captured.

CHARLES BRISBANE.

A List of the Killed and Wounded.

Killed.—Seamen—Jeremiah Reed and John Sloane.

Wounded.—Captain Brisbane, but did not quit the deck.

Lieutenant Higman, of the navy.

Lieutenant Fennell, of the marines.

Seamen.—Lazarus Thornton, Robert Taylor, Matthew Holmes, John Reid, John Smith, William Priddle, Henry Durand, George Walmer, Robert Cobbie, Thomas Phillips, James Smith, Matthew May, John Prince, James Conway, Thomas Butler, Richard Oaks, William Campbell, Crawford Bimsey, Joseph Powell, John Serrell, George Ferry, John Sheppard, John Eustus, William West, William Maunder, John Howard, and John Caulker.

Marines.—George Taylor, and William Spence.

Total.—2 killed, and 32 wounded.

CHARLES BRISBANE, Captain.
ROBERT MEGAN, Surgeon.

His Majesty's Ship Shark, Port Royal,
4th October, 1806.

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter I have received from Captain James Richard Dacres, of the Bacchante, acquainting me of the boats of that ship having cut out, from the harbour of Santa Martha, an armed brig, and two armed feluccas, without loss.

W. Marsden, Esq. I am, &c. J. R. DACRES.

His Majesty's Ship Bacchante, off Cape
Aguga, September 1, 1806.

SIR,

In reconnoitring the harbour of St. Martha I perceived lying there a brig and two feluccas, and judging it practicable to bring them out, or at least to destroy them, on the night of the 29th ult. I dispatched the boats under the command of Lieutenant Norton, whose abilities as an officer, and knowledge of the place, promised success, (assisted by the officers named in the margin*.) They arrived at the entrance of the harbour at one o'clock, and immediately dashed for the vessels under a tremendous fire from the forts, vessels, and the shore, the beach being lined with field-pieces and musketry, the feluccas keeping up a heavy fire until the boats were alongside; the crews made a short resistance, and quitted them. Notwithstanding such a heavy fire they succeeded in bringing out the brig and two feluccas, without the loss of a single man: two of the vessels having their sails unbent, they were obliged to be towed out, which detained them till near four o'clock; the whole of which time they were under the enemy's batteries.

Lieutenant Norton informs me the coolness of the officers, seamen, and marines, under his command, and attention to the orders given, was such as merit the highest approbation, and that they in every respect behaved as became British seamen.

I beg leave to recommend to you for promotion Mr. Overhand, Master's Mate, who commanded one of the cutters, and who has passed his examination for Lieutenant.

I have the honour to be, &c.

J. R. DACRES, jun.

To James Richard Dacres, Esq., Vice-Admiral of the White, &c. &c. &c.

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* Mr. Howard, Gunner; Messrs. Overhand and Birch, Master's Mates; Mr. Pitcher, Lieutenant of Marines; Mr. Leriche, Purser; and Mr. Burnet, Carpenter.

Names of the Vessels captured.

The San Antonio (Letter of Marque) of one gun and 30 men, from St. Sebastian, bound to Vera Cruz.

The Deseado (Spanish privateer) of one gun and 30 men, from a cruise, bound to St. Jago de Cuba.

Brig (name unknown) of four guns.

J. R. DACRES, jun.

SIR, *Shark, Port Royal, Oct. 4, 1806.*

Having received the letter, of which the enclosed is a copy, from Captain Morris, of His Majesty's sloop Elk, acquainting me of that sloop having destroyed the Alliance French privateer, of five guns and seventy-five men, belonging to Guadaloupe, I transmit it to you for their Lordships' information.

W. Marsden, Esq. I am, &c. J. R. DACRES.

His Majesty's Brig Elk, at Sea, Oct. 1, 1806, eleven P.M.

SIR,

I have to inform you, I this day at noon chased, per signal from His Majesty's ship Elephant, a schooner in the N.N.W. which I came up with, after a hard run of nine hours, previous to which I had carried away my main-top-gallant-mast, and sprung the top-mast. As I was fearful of the chase gaining the wind of me, I thought it most advisable, on coming up, to run her on board, that I might make certain of destroying her, in which she received so much damage as to occasion her sinking shortly after we had exchanged the prisoners. She proves the Alliance, French privateer, of five guns (one long twelve-pounder, two sixes, and two twelve-pounder carronades), with a complement of seventy-five men, commanded by Alexander St. Helme, from Guadaloupe three months, had captured the English brig Neptune, from Jamaica to Exuma, and two American schooners.

I have the honour to be, &c.

GEO. MORRIS.

To James Richard Dacres, Esq., Vice-Admiral of the White, &c. &c. &c. Jamaica.

SIR, *Shark, Port Royal, Oct. 8, 1806.*

I have the honour to enclose, for the information of the Right Honourable the Lords Commissioners of the Admiralty, the copy of a letter I have received from Captain Chambers, of the Port Mahon, detailing the capture of the Spanish letter of marque St. Joseph, by the boats of that sloop, under the command of Lieutenant Marshall, by cutting her out of a harbour, in Cuba, defended by a tower, into which the sloop had chased her.

W. Marsden, Esq. I am, &c. J. R. DACRES.

SIR, *His Majesty's Sloop, Port Mahon, June 26, 1806.*

A Spanish armed brig was yesterday chased by His Majesty's sloop Port Mahon, under my command, into the intricate harbour of Banes, which is defended by a high tower mounted with two heavy guns. At nine in the evening the boats were dispatched under the command of Lieutenant John Marshall, assisted by Lieutenant Wray, and Mr. John Robson, Gunner, to get her out. This morning at one she was boarded under a heavy fire of great guns and small arms from the vessel and battery, (to which she was moored by a line,) and carried. Much difficulty attended getting her out, as she grounded within pistol shot of the battery, from which several shots struck her. She proves to be the Spanish letter of marque St. Joseph, armed with one long eighteen-pounder on a pivot amidships, four twelve-pound carronades, and two four-pounders, with swivels, pikes, and musketry, and thirty men, who were on deck to receive the boats; from Havannah, bound to Campechy, with brandy, dry goods, &c. It is very gratifying for me to add, that although several of the oars were broke, and boats damaged by shot while rowing to the attack, yet not a man was hurt.

I hope, Sir, you will conceive that the capture of this vessel, situated and defended as above recited, was fully adequate to the force employed, and that

it reflects great credit on Lieutenant Marshall and the officers and seamen employed.

I have the honour to be, &c.

SAMUEL CHAMBERS.

To James Richard Dacres, Esq., Vice-Admiral of the Blue, Commander in Chief, &c.

SIR, *Veteran, Port Royal, Oct. 12, 1806.*

Information having been given me of a number of small vessels having been seen at Batabano, some of which I had reason to believe might be privateers, a number of them occasionally making that place and Trinidad their rendezvous, I dispatched on the 25th of August the vessels named in the margin*, to bring them out or destroy them with their boats, if it appeared practicable with little risk. On the 10th instant the Stork arrived with the pleasing intelligence of their having cut out, and destroyed six armed vessels (one of which was a French privateer of four guns) and six coasting vessels: also, that the Pike of four guns had captured a Spanish schooner of ten guns, and the Superieure, a Spanish letter of marque.

I enclose you a copy of Captains Le Geyt and Rushworth's letters, for their Lordships' information.

W. Marsden, Esq. I am, &c. J. R. DACRES.

SIR, *His Majesty's Sloop Stork, off the Isle of Pines, September 9, 1806.*

Agreeable to your directions I put to sea from Port Royal on the 25th ultimo with the Superieure, and Flying Fish and Pike schooners. On our arrival off the Isle of Pines, I had the mortification to learn from the Pilot the Stork could not be carried within thirty leagues of the harbour of Batabano. I therefore directed Captain Rushworth (to whose activity and exertions I feel highly indebted,) to proceed with the Superieure and two schooners, after having reduced their draught of water as much as possible, and reinforced them with the boats, and a party of seamen and marines from the Stork; and I have the pleasure to acquaint you, the object of your orders was effected in a very handsome stile; for the particulars of which, and his subsequent capture of a Spanish letter of marque, I have the honour to refer you to the enclosed letter from Captain Rushworth.

I have also to inform you of the capture of a Spanish schooner, of ten guns, on the 30th ultimo, by the Pike, after a slight resistance.

I have the honour to be, &c.

GEO. LE GEYT.

To James Richard Dacres, Esq., Vice-Admiral of the White, Commander in Chief, &c.

SIR, *His Majesty's Sloop Superieure, off the Isle of Pines, Sept. 9, 1806.*

I have the honour to acquaint you, after leaving His Majesty's sloop Stork on the 25th of August, off the Isle of Pines, it took us to the 2d of this month to get off Point Gondas, distance N.W. 22 miles from Batabano, when I anchored with the Flying-Fish and Pike schooners; at midnight weighed and stood for Batabano, to be off that place before break of day, but owing to baffling winds it took us until daylight. I thought it expedient to land, which I accordingly did, with eighteen men from the Stork, thirty-five from the Superieure, and ten from the Flying Fish, to guard the boats; but after landing two miles to windward of the battery, the marshy irregular ground so impeded our march, and the enemy perceiving it, sent a party of soldiers to way-lay us in the thick bushes; but the most forward of my party charged and completely put them to the route, after leaving two killed and one badly wounded. At that period a general alarm had spread, the militia had joined the stationary regulars in the front, aided by the men from the shipping in the bay. Our retreat being then cut off, we were obliged to rush for-

* Stork and Superieure sloops; Flying Fish and Pike schooners.

ward to gain the fort, which I am happy to say was completely carried in three minutes; the enemy retreated in all directions, after firing two guns and a volley of small arms, towards the path we were obliged to pass. The battery consisted of six long eighteen-pounders, mounted on travelling carriages, which we spiked, and then proceeded to take possession of the vessels, which consisted of one felucca, pierced for fourteen guns, having one eighteen-pounder and twelve blunderbusses on board; a schooner, pierced for twelve; a French privateer of four, and three other Spanish vessels, with one gun each; six other smaller with cargoes, which were saved, and the vessels burnt, not having sufficient men to carry them out. The next morning came off a flag of truce; from them I learn their loss was considerable. I am happy to add, we had only one man badly wounded on the occasion.

I also feel it my duty to state the great assistance I received from Lieutenants Russell and Murray, and Sub-Lieutenants Blake and Brown. The seamen and marines under my command acted in a most gallant manner. Two days after I captured a Spanish armed schooner, St. John, of three guns, and thirty-two men, after a slight resistance. I am, &c.

EDWARD RUSHWORTH.

George Le Geyt, Esq., Commander of His Majesty's Sloop Stork.

DECEMBER 2.

Copy of a Letter from Vice-Admiral Lord Collingwood, Commander in Chief of His Majesty's Ships and Vessels in the Mediterranean, to William Marsden, Esq.; dated on board His Majesty's Ship the Ocean, off Cadiz, the 12th of November, 1806.

SIR,

I enclose to you copies of two letters I have this day received from Sir Thomas Livingstone, Bart., Captain of His Majesty's ship Renommée, giving an account of the proceedings of the boats of that ship on the 22d and 23d ultimo, when they attacked and cut out of the port of Colon, in Majorca, and from under the tower of Falconara, several vessels of the enemy, which, although of little consideration of themselves, are of importance as a further testimony of the zeal and ability with which enterprises of that sort have been executed by the officers of that ship, and under the immediate direction of Lieutenant Sir William Parker, Bart., who on the 4th May last, attacked, boarded, and brought out from under the guns of Torre de Veiga, the armed schooner the Giganta, (as is stated in the enclosure which accompanied my letter of the 5th June,) and in every instance has shown a good judgment and determined spirit, creditable to him as an officer, and will be highly satisfactory to their Lordships.

I am, &c. COLLINGWOOD.

His Majesty's Ship Renommée, off Majorca, Oct. 22, 1806.

MY LORD,

I have the honour to acquaint your Lordship, that last night the four cutters belonging to His Majesty's ship Renommée, under my command, gallantly entered the port of Colon, in the island of Majorca, and notwithstanding the fire from the vessels in the harbour, and also of that from the tower, they boarded and captured one tartan, mounting four guns, and two settees, one of them mounting three guns, Spaniards, deeply laden with grain.

The two settees were with great difficulty brought out of the port, but the tartan got on shore, was set fire to, and blew up.

Lieutenant Sir William Parker commanded the boats, and was assisted by acting Lieutenant William Webster, Lieutenant Henry Murton, of the royal marines, and Mr. Timothy Murray, Boatswain: these officers, together with the petty officers, seamen, and marines, were volunteers; and I feel happy in reporting to your

Lordship, that their gallant and steady conduct did them the greatest credit, and merits every commendation.

One seaman was wounded in the enterprize.

I have, &c. THO. LIVINGSTONE.

The Right Honourable Lord Collingwood, Commander in Chief, &c. &c. &c.

His Majesty's Ship Renommée, off Majorca, Oct. 23, 1806.

MY LORD,

I have the honour to inform your Lordship, that, last night, three cutters belonging to the Renommée, under the direction of Lieutenant Sir William Parker, assisted by the officers and men that so gallantly cut the vessels out of the port of Colon on the night of the 21st, brought off, from under the fire of the tower of Falconara, a Spanish settee mounting two guns.

In performing this service our people were much annoyed by musketry from behind the bushes, which wounded one man: to put a stop to this, Sir William Parker landed with a few marines and seamen; and having killed one Spaniard, and driven the rest off, rejoined the ship without any other loss.

The same gallant and steady conduct, that did so much credit to the officers and men on the night of the 21st, distinguished them last night, and entitles them to the highest praise.

I have the honour to be, &c.

THO. LIVINGSTONE.

To the Right Honourable Lord Collingwood, Commander in Chief, &c. &c. &c.

DECEMBER 20.

Copy of a Letter from Rear-Admiral the Honourable Sir Alexander Cochrane, K. B., Commander in Chief of His Majesty's Ships and Vessels at the Leeward Islands, to William Marsden, Esq.; dated on board His Majesty's Ship the Northumberland, at Barbadoes, the 4th November, 1806.

SIR,

I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, copies of letters from Captain Sayer and Briggs, of the Galatea and Orpheus; also from Lieutenant Dean, commanding His Majesty's armed brig Dominica; giving an account of the capture and destruction of vessels therein mentioned.

I am, &c.

ALEX. COCHRANE.

His Majesty's Ship Galatea, at Sea, 20th September, 1806.

SIR,

On the 18th ult. Lieutenant M'Culloch, in the ship's barge, pursued a schooner some miles up a river on the Spanish main, near Porto Cavallo, when, after an able resistance, (her Commander and one man falling,) she struck, and proved to be a very fine Spanish privateer, of three long guns, (six and four-pounders,) swivels, and musketoons, on stocks, small arms, &c. He brought away the prisoners, and blew her up, as it was impossible to get her out of the river without danger of his retreat being cut off. One seaman (Cornelius O'Gullivan) in our boat was slightly wounded.

And, on the 21st, Lieutenant Walker, in the barge, drove on shore, and completely destroyed, after a slight opposition, a fine schooner, armed with swivels, small arms, &c. The crew made their escape.

I have the honour to be, &c.

GEO. SAYER.

Rear-Admiral the Hon. Sir A. Cochrane, K. B., &c. &c. &c.

His Majesty's Ship Galatea, off Martinique, October 24, 1806.

SIR,

On the night of the 9th inst. three boats from this ship, under the direction of Mr. Richard Gittins (first Lieutenant), rowed up in face of the batteries of Bar-

celona, on the Spanish main, cut adrift and cut out four Spanish schooners, in spite of every obstacle.

The enemy opened their fire of round and grape shot from three batteries nearly at the same time, accompanied with musketry from them and the beach, the schooners being moored head and stern close to it. It was calm, and, from the nature of the bay, our boats were exposed an hour and a half to this fire, providentially without the loss of a man, although they bore, as well as the prizes, abundant proof of its being well directed.

They are large excellent vessels, two of them coppered, and well calculated for His Majesty's service.

Lieutenant Gittins's conduct speaks for itself. He mentions that of Mr. J. Green, Master's Mate, and Mr. Scanlan, Boatswain, in terms which recommend them both.

It is superfluous to say, our brave fellows behaved in a way that manifests how much they glory in perilous enterprizes against their enemies.

I am, &c. GEO. SAYER.

Rear-Admiral the Honourable Sir A. Cochrane, K. B., Commander in Chief, &c. &c. &c.

His Majesty's Ship Orpheus, at Sea, 26th September, 1806.

SIR,

I have the pleasure to inform you, that, on the 25th inst. I fell in with, and, after a short chase, captured the Guadaloupe, a French schooner privateer, mounting three six-pounders (two of which were thrown overboard in the chase,) and fifty-four men. She had been four days from Guadaloupe, and made no capture.

I have the honour to be, &c.

THOMAS BRIGGS.

To the Honourable Sir Alex. Cochrane, K. B., Rear-Admiral of the White, &c. &c. &c.

His Majesty's Armed Brig Dominica, Roseau, August 23, 1806.

SIR,

I have the honour to inform you, that, on the 18th inst. I captured, between Dominica and Marigalante, the French row-boat privateer la Bateuse, armed with musketry, with a complement of nineteen men, ten of which had been sent to Martinico in a small schooner captured off St. Lucia.

I have the honour to be, &c.

W. DEAN,
Lieutenant and Commander.

To the Honourable Sir Alex. Cochrane, Rear-Admiral of the White, &c. &c. &c.

His Majesty's Armed Brig Dominica, at Sea, October 10, 1806.

SIR,

I have the honour to inform you, that, on the night of the 2d inst. Mr. King, acting Master, in the cutter of His Majesty's brig under my command, brought out two sloops, Manette and Dolphin, laden with sugar and rum, from under the batteries near St. Pierre's, Martinico.

I have also the honour to inform you, that I captured, on the 4th instant, the French national schooner la Chiffone, armed with musketry, employed as a dispatch vessel between Guadaloupe and Martinico.

I have the honour to be, &c.

W. DEAN,
Lieutenant and Commander.

Honourable Sir A. Cochrane, K. B., Rear-Admiral of the White, Commander in Chief, &c.

Imperial Parliament.

HOUSE OF LORDS, Friday, Dec. 19.

THE new Parliament having been assembled on the 19th of December, for the purpose of swearing in the Members, &c. the Session was this day opened by Commission, with the following Speech, read by the Lord Chancellor :—

" *My Lords and Gentlemen,*

" His Majesty has commanded us to assure you, that in the difficult and arduous circumstances under which you are now assembled, it is a great satisfaction to Him, to recur to the firmness and wisdom of His Parliament, after so recent an opportunity of collecting the sense of His People.

" His Majesty has ordered the Papers which have been exchanged in the course of the late Negociation with France to be laid before you.

" His Majesty has employed every effort for the restoration of general tranquillity, on terms consistent with the interests and honour of His People, and with that inviolable good faith towards his Allies by which the conduct of this Country has always been distinguished.

" The ambition and injustice of the enemy disappointed these endeavours, and at the same moment kindled a fresh War in Europe; the progress of which has been attended with the most calamitous events.

" After witnessing the subversion of the ancient Constitution of Germany, and the subjugation of a large proportion of its most considerable States, Prussia found herself still more nearly threatened by that danger which she had vainly hoped to avert by so many sacrifices. She was, therefore, at length compelled to adopt the resolution of openly resisting this unremitted system of aggrandizement and conquest. But neither this determination, nor the succeeding measures, were previously concerted with His Majesty ; nor had any disposition been shown to offer any adequate satisfaction for those aggressions which had placed the two Countries in a state of mutual hostility.

" Yet in this situation His Majesty did not hesitate to adopt, without delay, such measures as were best calculated to unite their councils and interests against the common enemy.

" The rapid course of the calamities which ensued opposed insurmountable difficulties to the execution of this purpose.

" In the midst of these disastrous events, and under the most trying circumstances, the good faith of His Majesty's Allies has remained unshaken. The conduct of the King of Sweden has been distinguished by the most honourable firmness. Between His Majesty and the Emperor of Russia the happiest union subsists; it has been cemented by reciprocal proofs of good faith and confidence; and His Majesty doubts not that you will participate in his anxiety to cultivate and confirm an alliance which affords the best remaining hope of safety for the Continent of Europe.

" *Gentlemen of the House of Commons,*

" His Majesty looks with confidence to your assistance in those exertions which the honour and independence of your Country demand. The necessity of adding to the public burthens will be painful to your feelings, and is deeply distressing to His Majesty. In considering the Estimates for the various branches of the public service, you will best consult His Majesty's wishes by combining all practicable economy with those efforts which it is necessary to make against the formidable and increasing power of the Enemy.

" *My Lords and Gentlemen,*

" The long series of misfortune which has afflicted the Continent of Europe, could not fail to affect, in some degree, many important interests of this Country.

" But under every successive difficulty, His Majesty has had the satisfaction of witnessing an increasing energy and firmness on the part of his People, whose

uniform and determined resistance has been no less advantageous than honourable to themselves, and has exhibited the most striking example to the surrounding nations. The unconquerable valour and discipline of His Majesty's fleets and armies continue to be displayed with undiminished lustre: the great sources of our prosperity and strength are unimpaired: nor has the British nation been at any time more united in sentiment and action, or more determined to maintain inviolate the independence of the Empire and the dignity of the national character.

"With these advantages, and with an humble reliance on the protection of the Divine Providence, His Majesty is prepared to meet the exigencies of this great crisis; assured of receiving the fullest support from the wisdom of your deliberations, and from the tried affection, loyalty, and public spirit of his brave people."

The Earl of *Jersey*, in moving the Address, observed, that great as the enemy was, whom we had to encounter, our resources were powerful. Our Navy would still guard us from the secret machinations of the Foe; and if we were to make great sacrifices, it would be in support of those liberties, the enjoyment of which was the peculiar boast of Britain, and in defence of those laws which were equally the right of the Peasant and the Prince.

The motion for the Address was seconded by Lord *Somers*; after which,

Lord *Hawkesbury*, in adverting to the different topics of the Speech, &c. observed, that we had seen a fleet escape from its port, and doing considerable damage to our trade in the West Indies, and not the least means were resorted to, to prevent the enemy's views. It was not a little singular that an Expedition remained in the Downs for nearly three months without proceeding on its destination.

Lord *Grenville*, in reply, inquired if the Noble Lord did not remember any enemy's fleet, which, in his time, had escaped from port and returned in safety? But the fleet which he alluded to had been pursued by a larger force, in more various directions, than any that had been sent out during any Administration.

HOUSE OF COMMONS, FRIDAY, DEC. 19.

After the Royal Speech had been read, an Address was moved by the Hon. Mr. *Lambe*, and seconded by Mr. *Smith*.

In the course of the debate which ensued, Mr. *Canning* said—We had heard of a great Statesman, who stripped the country of troops, which he employed on various active services, and then boasted that he defended it at a distance. Could the Gentlemen opposite make a similar boast? After orders, and counter-orders, and confirmations of orders, and revocations of confirmations, and countermands, &c. &c. &c. an Expedition actually did sail from the Downs, and arrived—where? at Plymouth! Certainly a place not very well provided with means of defence: and had this same Expedition proceeded to some possession of the Enemy not superior in strength to Plymouth, they very possibly might have succeeded in taking it. But perhaps this was meant as an experiment. It might have been said, "We'll sail from the Downs, land at Plymouth, and surprise the Dockers." It was prudent to try to swim upon a table before committing one's self to the waves. The Right Honourable Gentlemen were not accustomed to salt water, and they wished to begin with fresh.—At the conclusion of his speech, Mr. Canning proposed an Amendment to the Address; expressing, amongst other things, the fullest confidence in the valour of His Majesty's Navy, but lamenting the escape of many predatory squadrons of the enemy, to the great destruction of our trade in the West Indies—to the disgrace of our maritime superiority; censuring the delay of our Expeditions in British ports till they ceased to be dangerous to the enemy; and congratulating His Majesty on the glorious achievements of his land and sea forces, in the capture of the Cape of Good Hope, by Sir D Baird and Sir H. Popham; and Buenos Ayres, by Sir H. Popham and General Beresford.

Lord *Howick*, in adverting to the alleged escape of the enemy's squadrons, said—"It will be recollected, that those squadrons of the enemy which did so escape out of their own ports, effected such escape some time before the present

Administration was formed; and when I first went to the Admiralty, I could not find the smallest scrap or vestige of intelligence to show me where they were gone. I did not, therefore, send out squadrons in search of them; not for want of force—not for want of ships, but solely because I could not tell where they were to be found. Things remained thus till I got intelligence of the fleet, after which Sir John Duckworth went in search, and the event of his eight months' gallant cruise in search of them is well known. Since the present Administration came into power, not a single squadron had escaped from their own ports except one, and out of that four out of five of the frigates which composed it had been taken; our fleets at present blocked them up in every port along the whole extent of the coast. The fleets which had formerly escaped from these ports were mostly scattered and dispersed in different quarters of the globe; some of them had been so fortunate as to reach home again, by separating, and by single ships stealing into their own ports in the night, in the same clandestine way in which they had stolen out; some of them were now blockaded in the American ports, where our ships were waiting to watch their coming out, and if they shall dare to do so, I have no doubt we shall have a very good account of them. The last we have heard of, had, to avoid our ships, sailed into a port, where a ship of her size had never been known to enter before; and there is every reason to hope and believe, that the winds and seas will beat her to pieces before the winter is over."—Alluding to the expedition against Buenos Ayres, Lord Howick, in another part of his speech, said:—"The first notice that the present Government ever received of such an expedition, was by dispatches that they received on the 24th of June, dated from St. Helena in the month of April. It was a matter of serious difficulty to know what to resolve upon. If they had sent out a strong fleet, and that fleet should find that Sir Home Popham's expedition had failed, they would not have known what part to go to. His Majesty's Ministers, however, sent the Sampson man of war, and a convoy which sailed under her protection, as soon as the wind would permit. Sir Samuel Achmuty's squadron sailed for Buenos Ayres on the 9th of October, which was only a month after it was known that the place was in our possession; and if he did not sail sooner, it was merely because he was detained by unfavourable winds."—"As to Sir Home Popham and Sir David Baird," said his Lordship, "I freely confess, that I was one of those who advised their recall, and upon the ground that they did without orders, and upon their own judgment and responsibility, undertake the expedition to South America. In prosecution of their scheme, they did not leave a single ship of the line to protect the Cape of Good Hope. They even obliged a frigate that was sent out to India with money for the payment of the troops there, to desert the destination that it was intended for, and go upon this South American Expedition. Such conduct as this I consider highly reprehensible, and a subversion of all discipline and government. This is not all: Sir Home Popham has chosen to write circular letters to manufacturing towns, on the principle and from the fatal influence of that Patriotic Society at Lloyd's, which is held out to the Navy as giving greater encouragements than the Government of the Country. I do consider the conduct of Sir Home Popham, as highly reprehensible in a British Officer, and, therefore, although I should be sorry to pronounce strongly on the conduct of any man, until he has had an opportunity of justifying himself, yet I will say, that there is nothing in the first appearance of this transaction, which a British Parliament could approve of."

Naval Courts Martial.

PORTSMOUTH, DEC. 1, 1806.

ON Monday a Court Marshal was held on Mr. John Hole, Master of His Majesty's ship Audacious, for absenting himself without leave. He was sentenced to be dismissed from his office of Master in the Royal Navy. The same day, Patrick Hinds, seaman of His Majesty's ship Diana, was tried, for writing an anonymous letter against his Captain and Officers to the Admiralty. He was sentenced to receive 500 lashes, and to be imprisoned twelve months in the Marshalsea Prison.

This morning J. Robinson, seaman of His Majesty's ship Racehorse, was tried for desertion, and was sentenced to receive 200 lashes.—Sir S. Hood, K. B., President.

December 20.

A Court Martial was held on Lieut. Archibald M'Donald, of His Majesty's ship Chapelin, for his conduct on that schooner's getting on shore. The charge was in part proved; he was sentenced to be reprimanded and put at the bottom of the list of Lieutenants. On Tuesday, Thomas Hillier, W. Johns, M. Cunningham, W. Clark, and J. Joplin, seamen of His Majesty's ship Pomone, were tried for attempting to desert with her jolly-boat. They were severally sentenced to receive 200 lashes.

Promotions and Appointments.

Captain Lechmere to the Dreadnought; J. S. Hulbert, Esq. to be Secretary to Admiral Sir Isaac Coffin, Bart.; Lieutenant Bremar, to the Suffolk prison-ship; Lieutenants Westropp and Hutchinson, Doctor Felix, and Captain Anderson, of the Royal Marines, to the Dreadnought.

Sir Archibald Dickson to the Orion; Captain Joseph Pearce to the Vulture; and Captain Rye to the Providence armed brig.

Mr. Nagle, Surgeon of the Neptune, to the Barfleur; Lieut. Hooper to command the Ceres slop-ship.

Captain Puget, to the Prince; Capt Geo. Hart, to the Majestic; Capt. Littlehales, to the Hindostan; Capt. Temple, to the Malabar; Capt. Andrews, to the Ringdove; Capt. Crofton, to the Wanderer; Capt. Spence, to the Pandora; Lieut. Whiston, to the Rebuff gun-vessel Lieut. Beckett, to the Linnet; Lieut. P. Crawford, to the Surly cutter; Lieut. Price, to the Gladiator; Lieut. Gardner, to the Dapper gun-vessel.

MARRIAGE.

On the 4th of November, by the Rev. Mr. Bidlake, in the Chapel of East Stonehouse, in the County of Devon, Thomas Clinton Shiells, Esq., Banker in Plymouth Dock, to Miss Sarah Thomson Kent, second daughter of John Kent, Esq. of the Royal Naval Hospital, Plymouth; and grand-daughter of the late William Carlile, Esq., Merchant in Glasgow.

OBITUARY.

On Sunday died at Portsea, much respected by his friends, and beloved by his relatives, James Norman, Esq. Captain in the Royal Navy.

December 7, Lieutenant J. Smith, Commander of the Crown prison-ship, in this harbour.

Lately, at Emsworth, E. Padeson, Esq. Lieutenant of the Royal Navy.

At the latter end of November, at his house in Devonshire-place, after an illness of a few days, Sir Richard King, Bart., Admiral of the Red Squadron. Sir Richard King was born on the 10th of August, 1730, and, consequently was in his 77th year. He first went to sea in 1738, under his maternal uncle, the late Commodore Barnet; was made Lieutenant on the 1st of February, 1746; attained the rank of Post-Captain on the 29th of January, 1759; on the 24th of September, 1787, was made Rear-Admiral of the White; in 1791, Rear-Admiral of the Red; on the 1st of February, 1793, Vice-Admiral of the Blue; in 1794, Vice-Admiral of the Red; on the 1st of June, 1795, Admiral of the Blue; in February, 1799, Admiral of the White; and, on the 9th of November, 1805, Admiral of the Red. On the 18th of June, 1792, he had the honour of being created a Baronet.——Sir Richard married Susanna Margaret, a daughter of Wm. Coker, Esq. of Maypowder, in Dorsetshire. By this lady he had two sons, Richard, and Robert; the latter of whom died in 1793; and three daughters, Harriet, Lenox, and Elizabeth. Sir Richard had been twice returned M. P. for Rochester. He is succeeded in his title and estates by his only surviving son, Captain King, who, in 1803, married the only daughter of Sir J. T. Duckworth, K. B.; and who, at the battle of Trafalgar, commanded l'Achille, a 74.——For a full account of the professional services of Sir Richard King, vide NAVAL CHRONICLE, Vol. XII. p. 455, *et seq.*

Lately, at his seat near Crickhowell, in Brecknockshire, John Gell, Esq. Admiral of the White. This gentleman was the descendant of a very ancient and respectable Derbyshire family. He was promoted to the rank of Lieutenant in the Navy in 1760, and to that of Commander in 1762; on which he was appointed to the Grampus fire-ship, but remained in that vessel only a short time. In March, 1766, he was made a Post-Captain, and commissioned to the Launceston, of 44 guns, on board which ship was then flying the flag of Vice-Admiral Durell, who commanded on the North American station. There Captain Gell served three years, and on his return received no other appointment till 1776, when he was commissioned to the Thetis frigate. For the first two years of his continuance in that ship, he served on his former station; but returning to England, he was sent, in 1779, to the Mediterranean, with the Chatham, Captain Allen, as convoy to a fleet of merchantmen. He was next employed on the home or channel station, and in 1780, was promoted to the Monarca of 70 guns, one of the ships taken the same year by Sir George Rodney from the Spaniards off Cape St. Vincent. The Monarca was one of the squadron ordered to proceed to the West Indies, toward the close of 1780, to reinforce Admiral Rodney; but she sustained so much damage in a violent gale, as to be obliged to put back. When refitted, her destination was changed, and Captain Gell sailed in her singly, to the East Indies. In this quarter he served during the remainder of the war, and was present in the numerous actions which took place with the French squadron under Suffrein, in which the Monarca was constantly stationed in the line as one of the seconds to the Commander in Chief, Sir Edward Hughes. Captain Gell returned to Europe in 1784, and being paid off on his arrival in England, held no subsequent commission till the year 1790, when he was appointed to the Excellent of 74 guns; but the difference with Spain being amicably adjusted, Mr. Gell's ship was put out of commission, and he held no farther command as a private Captain. On the 1st of February, 1793, he was advanced to the rank of Rear-Admiral of the Blue, and appointed to command one of the divisions of the fleet sent out to the Mediterranean. He accordingly hoisted his flag on board the St. George, of 98 guns, and on his passage had the good fortune to fall in with and take the General Dumourier, a French privateer, and her prize the St. Jago, a Spanish register ship, which formed one of the most valuable captures ever brought to England at one time. Lord Hood, who was Commander in Chief in the Mediterranean, detached the Rear-Admiral with a division of his fleet to Genoa in October, 1793. La Modeste, a French frigate of 36 guns, was then lying in the harbour, and had broken the neutrality of the port on various occasions, in direct opposition to the remonstrances of the senate and government. The Rear-Admiral being made acquainted with these circumstances, on his arrival ordered the Bedford, of 74 guns, to anchor alongside the Modeste, and to demand her to surrender. The French at first refused to comply with this requisition, but a few musket shot being fired, they thought it prudent to acquiesce. The government of Genoa very properly considered the spirited conduct of the British Admiral perfectly regular, as well as strictly consonant to the laws of nations, and the captured ship was incorporated into the British Navy. Admiral Gell was obliged, by the precarious state of his health, to return over land to England, early in the ensuing year, and since that time he has not held any naval appointment. He was raised through the intermediate gradations of rank, till he, in November, 1805, reached nearly the highest professional elevation it was possible for him to attain.

Lately, in St. Luke's workhouse, at the advanced age of 141, Thomas Troughton, a painter, remarkable for a wen in his eye. He had been for some years past a pauper on the town, and was the last survivor of the unfortunate crew of the Inspector Privateer, which was wrecked in Tangier Bay, January 4, 1745-6. Of these only 96 were saved from drowning, and immediately carried into slavery up to Fez in Morocco; where, after suffering incredible hardships for near five years, 52, the whole surviving remainder, were redeemed by the bounty of his late Majesty, George the Second, from the Morocco Emperor. On their return home, they were presented with five pounds each, and Mr. Rich, of Covent-Garden, gave them a benefit, as did the proprietor of Sadler's Wells, where they appeared in their iron chains and collars, as they worked in slavery. The Jews were also particularly kind to them, and gave them cloathing.

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